CYCLE NEWS®

California noise hassle
You lose

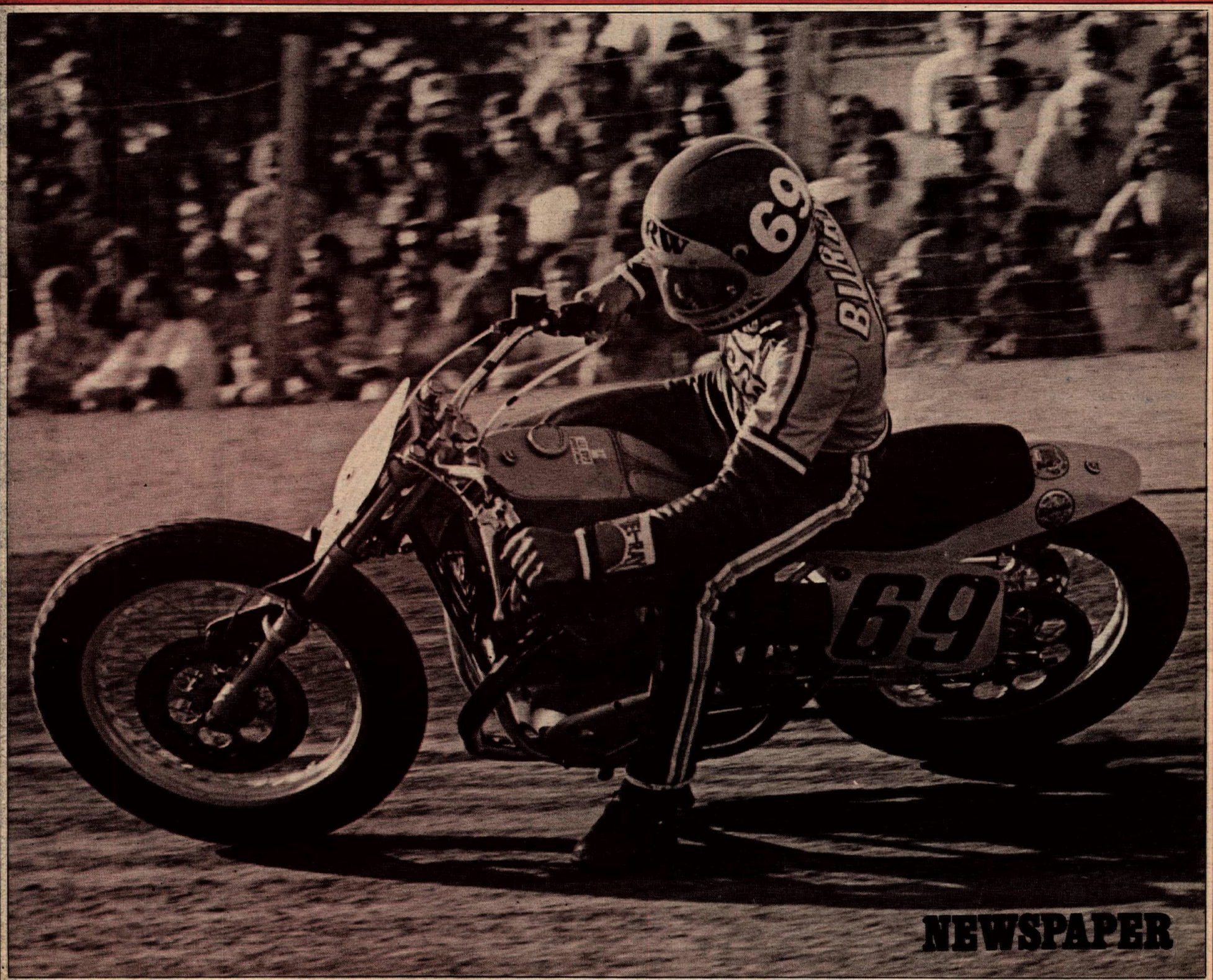
Castle Rock TT
Joyner wins and grins

Ontario WERA Nat'l.
Emde wins ...and wins

Missouri 500 MX
Pierre wins and splits

WEST

Volume XIII : Number 29 : July 27, 1976 **75¢**



THE LATEST POOP BY PAPA WEALEY

The August 8th 500 National at Baldwin, Kansas has been cancelled. This shortens the 500 National Championship series to seven races.

The Central Road Race Club has found so much success with their 0-200 GP class that an attempt to re-institute the 125 GP class only drew three riders from the large 200 GP crowd.

The Austin Aqua Fest road race has been scheduled for August 8 in Austin, Texas. The Aqua Fest road race is the last true through the streets road race in America. It draws in excess of 5,000 spectators to watch a combination road race, spectacle and circus. As with all these events this could be the last one.

French champion, Charles Coutard, current World Champion Malcolm Rathmell, both Lampkins, (Alan and Martin), Mick Andrews and Yrjo Vesterion are among the top Europeans confirmed to appear at the U.S. round of the World Trials Championship near Gold Bar, Wa., July 25.

For the American side at Gold Bar, the Honda team (Whaley, Eggar, Guglielmelli, shepherded by Bob Nickelson), Lane Leavitt (Bul) maybe Bernie Schreiber (Bul) and Mike Griffitts (Mon) as well as a host of eager Northwesterners. Entries will remain open for the International until 10 a.m. Saturday, July 24, when tech inspection begins in "downtown" Gold Bar.

Something of a record — the entire Castle Rock National lineup came to the start line with Carlisle rear and Pirelli front tires. Kenny Roberts' walkaway getoff left him wishing out loud he'd left a Goodyear on the front, as that's what he feels most comfortable with.

Gary Scott put his Harley — with no oil in the gearbox — out on the infield to hold his place in the qualifying line at Castle Rock, in sort of a left-handed jibe at the factory. He says he's still having trouble getting spare parts for the beast, and was joined in his complaint by Northwestern privateer Scott Parks.

Correction to an earlier story — that Triumph half-miler Diane Cox had at San Jose wasn't a gift; it was bought.

Mert Lawwill sat out Castle Rock and shepherded Mike Kidd, riding one of his Harleys. Reports of Mert's retirement may be a bit premature; he says "all depends on how the rest of the season goes."

Though they read the Riot Act to the riders and even doubled up on line judges, the riders are still starting races at the Nationals instead of the starter. It's got Pacific Region referee Chubb Kellam and starter Bob Malley shaking their heads. If lights don't work for clean starts, what will?

Did you know that the Superbowl will mark the first time Marty Smith, Jimmy Wienert and Jimmy Ellis have met in Southern California this year? Does it matter?

Last minute reminder: Want to help Don Ivan in his final down-to-the-wire push to get Knob Hill Ranch a permit as a legal riding area, call (415) 879-0298.

Best and worst stopping distances from 60 mph (isn't that illegal?) as rated by the NHTSA, ranged from 159 feet (best) to 250 feet (worst) for all 1976 cars. For motorcycles, the range was 121 to 183 feet. Got that?

Mike Murphy is off to Sacramento this week to try to re-qualify the Penton/KTM for California Green Stickie registration using the Murphy Muffler. For more on California's latest noise crunch, an whose bikes it affects, see Political Lifeline.

Six-time World Champion Joel Robert has signed to appear at the Superbowl of Motocross this Saturday night. Joel now rides a 250 Puch. Rolf Tibblin, no slouch himself, calls Robert the "King of Motocross." It will probably be the last time anyone in America will get to see J.R.

Eastern speedway racer Tony Eastbrook may bring a couple of buddies to California during August to try out the West Coast AMA circuit, and Rollin' Rich MacMurray may give NorCal Speedway a break by taking an Eastern exhibition tour in the fall.

Harold Murrell doesn't get much sleep these days; as weekly short track and weekly speedway combine the demands of the horse people to keep him and his boys running full tilt. Add to the normal lead two day half miles (July 25 and August 8) and a night half mile during the County Fair, and you see why the famed track builder hasn't had much time to see the rest of the National circuit lately.

Nobody mentioned Don Castro, attempting to make the San Jose Half Mile National on a wobbly BSA TT scrambler. Shame on you, Lame Camel!

Kawasaki is still deciding whether to offer their upcoming 650cc four in cafe trim or just as a straight-up tourer. What 650 Four?

There is an underground movement budding at all four of the Japanese Bigees' U.S. offices in favor of someday offering strictly street big bore four stroke singles designed to meet or beat all the government regs but with an eye to low-bucks clubman racing. But it's not gotton beyond the "Do we dare tell the boss?" stage at any of the Big Four. Shucks.

Preliminary selection of the American team for the Motocross and Trophee des Nations has been concluded and the riders most likely will be Tony DiStefano, Kent Howerton, Brad Lackey and Jim Pomeroy. The AMA has been raising funds to send the American team to Europe through the sale of Motocross des Nations T-shirts. If you haven't bought one yet then get in touch with the AMA and send them $5. In return they will send you a T-shirt and an American team to Europe.

Had an interesting question posed to Poppa and couldn't answer it — Has anybody done anything intensely cafe-ish with any of the Suzuki Triples? Only thing in memory is Jack Baker's "works replica" Water Buffalo seen regularly at Sears Point. Any others?

Marland Whaley's short-stroke Honda works trialer is basically the RTL-300 frame slightly lowered around the all-new, all sandcast 250 engine. According to Bob Nickelsen, the RTL-300 was a developmental way-station, and the machine which will ultimately see production (though regrettably at least a year down the road) will be the short-stroker, at a "production" weight of just under 200 pounds. The proto weighs closer to 185, but proves a bit fragile when Marland gets to attacking the bigger rocks

Rick Hocking still doesn't know how badly he's injured that right knee, although he's pretty sure there's torn cartiledge. He's afraid to take it to the doctor, as it might require surgery then and there. In spite of all, Hock gritted his teeth one more time and earned some National points at Castle Rock — see story this issue.

Couldn't believe the number of Sunday Morning Riders asking Ken Roberts & crew the price of the sano TT500 at San Jose's National. ("$1800 without the engine, as we can't get engines.") The disc-braked, mag-wheeled thumper, though set up in TT scrambles trim looks a natural for the addition of token lights and horn. Asked about a cafe version, Kenny's eyes lit up: "First thing I'm going to do when I get some time."

Next big bucks club road race in California is AFM North's $4000 Golden Gate Challenge, August 28-29 at Sears Point. Can't wait.

Ahead of his time.

125cc World Champion Gaston Rahier dominated the series and captured enough wins to take the title again this year; and he did it six weeks before the season was over.
It's time to move ahead...
See your Suzuki dealer.

SUZUKI ®

Gaston Rahier and all the top riders are on the giant Suzuki MX Champions poster. At your dealer.

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ON THE COVER: Sonny Burres sets his sights on the factory boys before mowing them down at Castle Rock. Dan Mahony photo.

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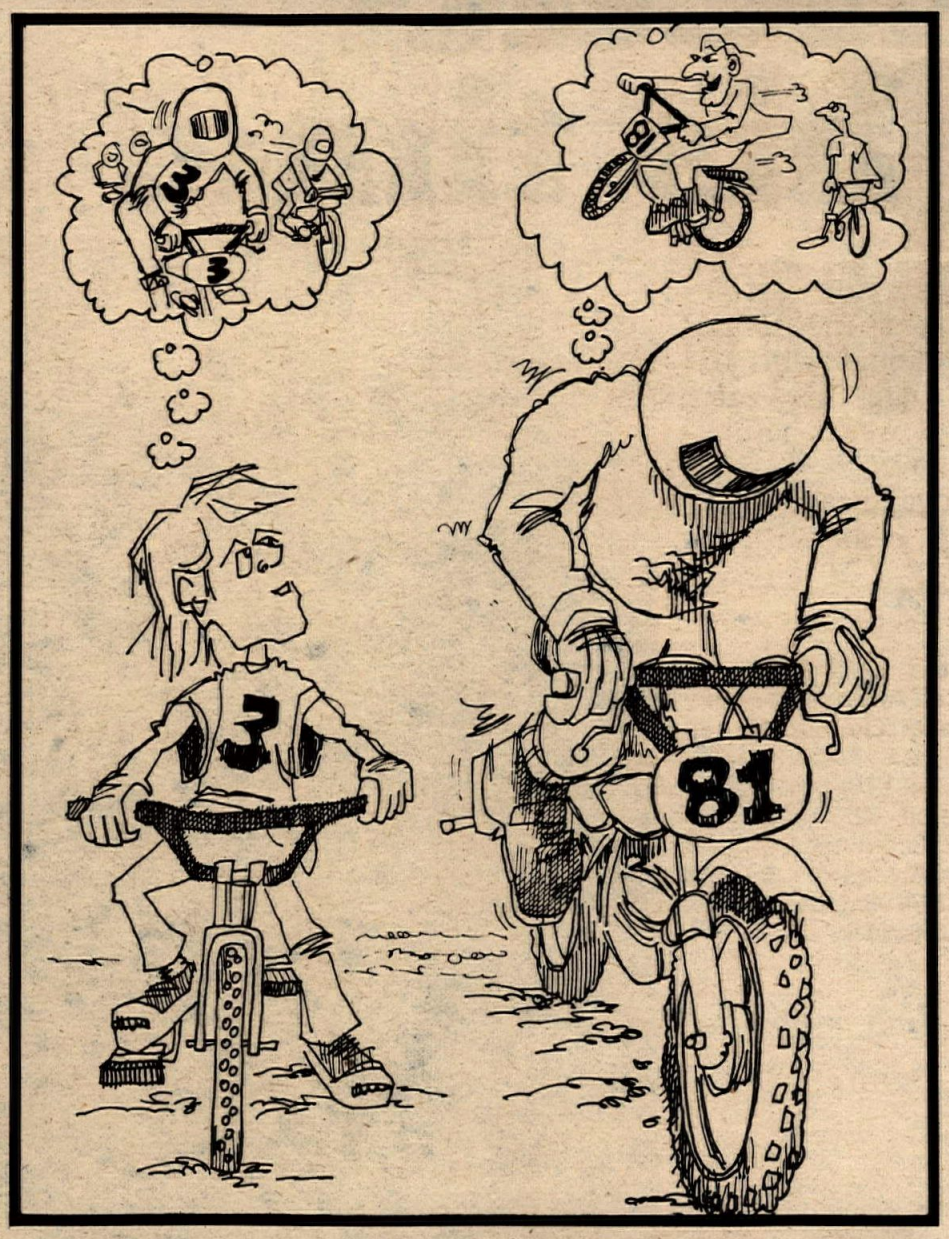
VOICES OF THE WEST



Doctor prescribes unity

I am a lifelong fan of cycle, dirt championship car and sprint car racing. I have driven thousands of miles yearly to attend these races. I first saw J.C. Agajanian at the 1964 Pikes Peak Auto Hillclimb, an event that he promoted. It is my opinion that Aggie has contributed immeasureably to both auto and cycle racing. His personal gain has always been secondary to the good of the sport.

The Colorado Hillclimb is no longer the great spectacle it was when Aggie was the promoter, and for whatever the reason we have witnessed the loss of the Sacramento Mile. Last year while Aggie was ill Ascot had another manager. The season closed prematurely when the landlord padlocked the gate. The best news this year was that Aggie was back. It is my opinion that the greatest threat to organized racing is bickering and division among the managers and participants. I have seen many races and race tracks halted permanently even though the competitors, facilities and fans were readily available.

I move that we try to halt the divisions among the parties and give Aggie the honor that he deserves for being a great contributor to the racing fraternity.

J.R. GRAHAM, M.D.
Sierra Vista, Ariz.

A very good idea Dr. Graham. All we have to do now is convince the riders and the AMA . . . Ed.

Riverside — thorny rose garden

Regarding the demise of Rawhide: Welcome to the world of Riverside County politics where the hysterical pyschotic rules over reason and fact.

The article reads like an instant replay of Corona Raceway's fight for survival, including the woman. Corona, unlike Rawhide, is still alive and still fighting, but as long as a handful of complainers out of three hundred are recognized, and as long as those who make the rulings have such infinitesimal knowledge of the sport, it will be an up-hill fight. Fair? No! Political? You can bet your spark plug! Remember it when election time rolls around,

ELAINE JONES
Riverside, Calif.

Pass it on

While reading volume XIII: Number 25, June 29, 1976 edition of Cycle News West, I came across a short blurb in Jack Mangus' Loudon, N.H. Road Race story, that to say the least, surprised the hell out of me. "McLaughlin had "crashed" in the pits trying to avoid one of the countless pit blockers who all displayed one form or another of "official passes".

In the first place, we can do without pit racers. Second off, in the past four years I've seen quite an increase in press personnel displaying photographers passes. I believe it should be mandatory for all press people to not only carry a camara, but also know how to operate the equipment they carry.

The reason I'm speaking out is to credit these press people for not only obstructing the rider's view, but also obstructing the view of the flag men.

By the way, guess who I saw standing down in turns 1 and 2 at the recent San Jose Mile. Who else, Steve McLaughlin. Where did he acquire his pass?

ROB FULTON
Norwalk, Calif.

Ticked off

Regarding your comment to Steve Taradonia's letter in July 6, 1976 issue: I felt your comment was rather unsympathetic. We have enough trouble in the desert, as well as the "Dirt Biker" image as it is.

I just get p----- till my eyes turn yellow when I hear about some little b------ pulling some pit racer stunts. Since some turkeys don't seem to care about what they're doing to all of us, in order to save our own necks, we've got to speak to the dummies with a rubber mallet and I don't think you could over-emphasize it. Thanks for listen'.

JOHN MC GUIRE
West Covina, Calif.

Sorry, the answer wasn't meant to sound unconcerned or unsympathetic. Vandals will be vandals whether they are in another van, on a horse, walking, or riding a bike. The fact that they exist at all is something we all have to live with, like it or not. Besides, dummies don't listen cause if they did, they wouldn't pull dummy stunts anymore . . . Ed.

How 'bout Howerton

What's the latest on Kent Howerton? We miss him — has he slowed down? Been suspended? Has he learned to control his temper? Is he going to get married soon, since he has bought a home? Where does he stand "overall" nationally?

FANS OF CYCLE NEWS
Waco, Texas

Somehow we think you already know the answers. Kent currently leads the 500 National standings, hasn't been suspended, hasn't punched anyone out lately, hasn't been on the cover of the National Singles Register and has not slowed down . . .Ed.

Write-in

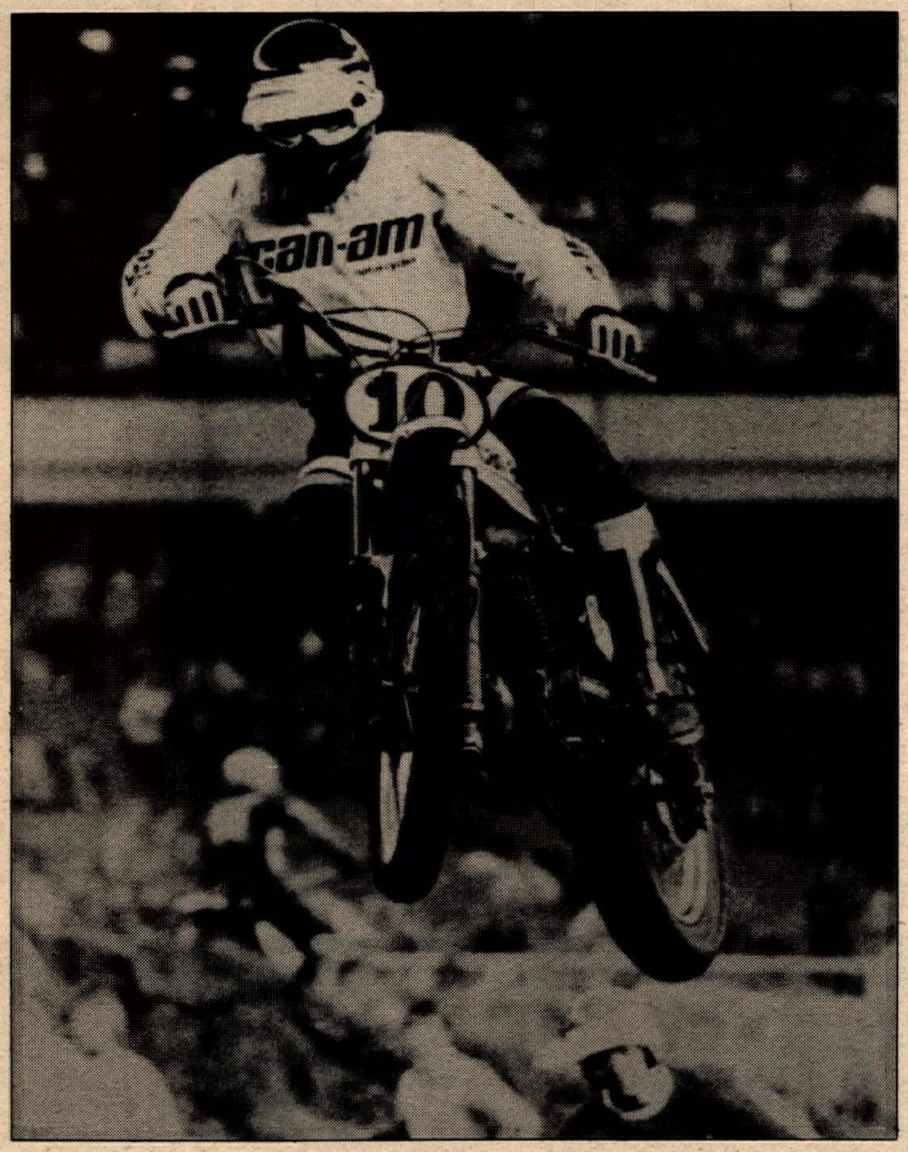
I would like a correspondence course so I can report on the Cycle News events in this area. Thank you.

ROBERT L. PRESSER, JR.
Del Rio, Texas

OK Robert, you got it. Hope to hear from you soon. If you find anymore willing writers, tell them to drop us a card . . . Ed.

The views expressed in this column and other columns appearing on the following pages are solely those of the authors and do not necessarily reflect the official position of Cycle News West or Cycle News, Inc. Qualified readers wishing free and equal rebuttal space should contact the Editor.

1975. Can Am* wins the Super Bowl.



can-am*
Motorcycles by Bombardier

Jimmy Ellis swept the 1975 Superseries of Motocross on his Can-Am motorcycle with successive wins at Dallas, Daytona Beach, and Houston, scoring six wins and four second-place finishes in 11 motos to win the series with an overall 450 points. Ellis, third-ranked AMA 250cc motocross rider in 1974, wears the Can-Am colors in both the 250cc and 125cc AMA National Motocross Championship series this year.

1976?

Write your prediction here.

* Trademark of Bombardier Ltd.

Jammin' Billy Oliver (69Q) and Hank Scott (14) keep the stopper on Ted Boody (84x); but not for long.

Joyner makes Castle Rock his own

Left, Ed Herrmann's Trophy-winning pass; Below, Joyner home free.

PHOTOS BY DAN MAHONY

By Lane Campbell

CASTLE ROCK, WA, JULY 17

"Chuckie did it!" — it was Mom Joyner and the crowd of close-knit hometown well-wishers repeating it over and over again as

Chuck Joyner (Tri) had actually, for the third time since 1973, won the Castle Rock TT National, and done it in masterful style. In an amazing display of tenacity, Ted Boody (H-D) had come from the outside of the second row to finish second ahead of Randy Skiver and Sonny Burres, both Northwestern TT specialists of long standing. Gary Scott picked up a few more points for his Camel Pro Series lead by finishing seventh while Jay Springsteen was eleventh and Ken Roberts crashed. Rick Hocking had stuffed his water/puffy swollen right knee into a leg brace and booted a Yamaha TT500 into fifth.

This is Triumph country around Castle Rock, and there were a bunch of them — including one for Gary Scott which Sal Acosta and Carl Patrick had pieced together from scratch (Trackmaster frame, Ceriani front/Mulholland rear suspension, ARD mag, Barnes wheels) the week before. It had hardly been turned over before the race and froze a rocker arm during practice. Acosta frantically freed it up while Gary borrowed a spare from Charlie Brown for more practice.

John Hateley was back on a Triumph ("That Harley had lots of horsepower, but it sure didn't steer"); Gennai had the old Jack Hately machine; and of course all the local shoes — Joyner, Burres, Brown, Don Dodge, Randy Scott, Brad Hurst, Ed Hermann, to name a few — had their trusty TT outfits with the pizza-pie rear sprockets set up to start in second (or third, if the motor was really strong) and get into top as quickly as possible. Kenny Roberts, a week earlier, had said of the Northwesterners, "They run these Triumphs that get maybe 60 horsepower; they get nothing but traction on this slippery little TT track; they get off the line good, and you can't pass them."

He was right about the five-eighths mile (barely) kidney-shaped flat TT track being slippery, especially during the prolonged twilight of the Northern latitudes that lit practice and qualifying. This is a place where the top-ranked National numbers come to just try and avoid being bumped off the program in the West Coast's last old-fashioned, down-home club-promoted National.

On the quieter, safer side of the crash wall, the riders were getting a stern lecture from Chubb Kellam and Bouncing Bob Malley about professionalism in practice and on the starting line. The message only partly got through.

Practice and time trials

Bill Werner had set up one of Jay Springsteen's Harleys with a pair of stock Sportster mufflers which registered about the quietest in the sound test — 102 db at 20 inches. But Jay took the other one with the two-into-one glasspacked megga (107 db) to qualify and race. He wound up tied for thirteenth time with Roberts at 25.10.

The locals who knew the track timed early while it was still cushiony and fast (the first dozen riders would quickly wear in a hard, dry, slick narrow groove with the sun still up). One of the smart ones was Diane Cox who brought cheers with tenth fastest at 24.97 to wind up third on the front row of the second heat. Randy Skiver (BSA) took top time at 24.44 over Don Dodge, Ike Reed, Randy Scott and Ed Herrmann, all Triumph-mounted. Rick Hocking, in turning a 25.61, had gotten the Thumper into a savage tank-slapper exiting the turn two hook, gassed it and yanked it straight into a wheelie before laying it hard into the dog-leg right. That had to have hurt. Gary Scott had come out late on his hastily-repaired Triumph to time 25.32 on the same lap with John Gennai, who got bumped well off the 48-rider program. Randy Scism from Renton, Wa. and Terry Dorsch were alternates who made it into heats; Corky Keener was an alternate who did not.

Heats & Semis

Skiver, on his Trackmaster-framed BSA, came off an inside pole to lead the first heat as Roberts hung back in the first turn, letting Billy Oliver, Ed Herrmann, Rex Beauchamp and Brad Hurst by into second through fifth. Second lap, Hurst had been shunted behind Roberts and Mark Smith as everybody freight-trained on a narrow groove. Then Roberts worked around Beauchamp on a long three-turn pass as Herrmann threatened to block them both. Two laps later, Herrmann got a little wide in the dog-leg right-hander, and Kenny slipped by inside, holding a good line. Smith got by Beauchamp and finally wrested fourth from Herrmann. Rex Beauchamp stopped everybody's heart by crashing on the front straight, ninth lap while running fifth. Fortunately, Rex was up and OK, that much-broken collarbone apparently still intact. Roberts had calmly collected a third-place transfer behind Skiver and Oliver.

Second heat, lots of rollers keeping a clean start from happening. Paul Bostrom's Harley acted like it was loading up from the waiting. Finally they're off and Diane Cox is second behind Don Dodge, pressed and passed in the dogleg by Sonny Burres. Her direct shot at the National slipped away as Springer and Boody tried her on both sides, finally getting by, each in turn. A tracksider remarked, "She turns that handle, but it just don't go as fast as the others." Finishing order, Dodge-Burres-Springer to the National; Boody-Cox-Bostrom-Bernie Larson-Gene Romero-Al Jorgensen to a Semi. Jorgy had a BSA this trip, as the Ron Woods Norton was no set-up for Castle Rock; and Burritto was laboring with the Knievel-Harley fitted with a double front disc brake.

Third heat was even harder to get started cleanly and took a casualty in the process. First attempt was redflagged and Dick Wascher (Tri, Seattle) sent back to the third row. Second try, Gary Scott got an excellent start, passing polesitter Ike Reed entering the dogleg with a scrambling mob behind. Somehow Wascher, miraculously running third, slid down and was nailed by John Hartman, who endoed over Dick's bike and/or bod (maybe both). Wascher was transported with fears of a broken upper leg which ultimately turned out to be just deeply cut and bruised from somebody's footpeg, boot, whatever in the melee.

Third try, and the rollers caught Scott flat-footed; but the officials let 'em race. Charlie Brown led with Greg Sassaman and Alan Mundt in tow; the Champ was badly bottled up in traffic. Gary passed three people in one swoop when they got into the marbles, came out into the straight gassin' with sights set on Sassaman. Mundt ducked under Greg, then came Scott, as brother Hank was doing a masterful job of keeping Charlie Brown in sight. Gary got by Mundt and went to work on Ike Reed with time growing short. Last lap, entering the final turn that increasing-radius left, Gary got a wheel under Reed and forced his way by in a hard-working power drive low in the groove. Mike Kidd and Skip Aksland had been going at it, behind Mundt but ahead of alternates Scism and Dorsch.

Fourth heat started out wild, as Randy Scott dropped the hammer, Brad Hurst came by outside, Randy forced his way back inside the turn two hook, and Chuck Joyner came up to play in the back section. By second lap, Scott-Joyner were having at it. Chuck got by outside on the dogleg, caught the edge of the next left-hander, and Scott led again. Hurst was never far away, even though he lost his front number plate in some turn one scrimmage. Then came Steve Eklund, as Rick Hocking and John Hately went by Dusty Coppage on either side to fall into fifth and sixth. Then real confusion as Randy Scott suddenly dropped out coming onto the front straight, Eklund zipped into second followed by Hocking as Hurst was blocked, and Joyner cleared away from the confusion. Hateley finished fifth ahead of Al Brackenbury and Dusty Coppage.

First Semi, Mark Smith holeshot Boody-Herrmann as Diane Cox ran as high as fourth in the early traffic but then slipped back to hold Paul Bostrom — again, Herrmann took Smith on the outside, but couldn't hold Boody, who wasn't about to be bumped this week. Herrmann kept rushing Boody in turn one, even slingshot by on the outside one time, but Ted just held the inside and came right back where the turn tightens into a really vicious little hook.

The final transfer went to Ike Reed by a comfortable margin ahead of Mundt, whose Triumph insisted on blowing great clouds of oil on shutoff, and Skip Aksland who styled beautifully, but was still third.

Junior Invitational and Expert Trophy Race

Scott Pearson, a famous roller in his own right, got caught and sent back, but he had plenty of fellow Juniors for company. When they did get settled down, Ted Davidson (Yam) holeshot, but Ricky Waters (Tri) and Ricky Graham (Yam) both rode by in the early traffic, as Davidson briefly slipped to about fifth. Teddy high-lined around two people in turn one to go after Bob Gore (Yam) of Longview, Wa. In quick succession, he passed Gore outside in the dogleg and Graham inside in the sweeper. Mickey Fay (Yam) and Larry Legarra (Tri) passed Gore, and then Graham came off the track outside of turn two and spent much time getting back on. Davidson, looking very controlled, took over from Waters, and there wasn't much that Ricky could to about it. They finished Davidson-Waters-Fay-Legarra, then Frank Word-Gary Davis-Mike Sullivan all in a body, as Dean Sykes, Scott Pearson, and alternate Lars Trulson trucked in behind.

In the Trophy Race, all the Experts stayed in a tight bunch during the first half, with Don Smith barely holding Ed Herrmann ahead of Alan Mundt, who almost ate the wall once, Terry Dorsch and Mark Smith. Jorgy was in there, as Diane Cox got caught flat footed at the start and had to content herself with holding off Mike Kidd in the late laps. Herrmann made an outside pass stick as Don Smith tried and tried to make a comeback. Mark Smith held a line to finish ahead of Jorgy, Brackenbury and Skip Aksland as Mundt's bike finally gave up and Terry Dorsch somehow wound up guarding the rear.

25-lap National TT

Polesitter Randy Skiver and Don Dodge beside him were eyes-downcast and thoughtful on the line. Alongside, inside to outside, were Charlie Brown (wired), Chuck Joyner (calm), Billy Oliver, Sonny Burres (looking for his helmet), and Hank Scott. Second row was Steve Eklund, Kenny Roberts (trying to limber up), Springer, Gary Scott, Ike Reed and Ted Boody on the war-weary Vista Sheen Harley.

Would you believe a clean start first try? Randy Skiver took the point with Brown-Burres right up to him. Seemed the whole front row was ahead of Joyner, but he quickly settled into fourth ahead of Don Dodge and Ted Boody. Charlie Brown went early into the lead followed by Burres-Skiver.

Through the backfield it was Brown-Burres—Skiver-Joyner—Dodge-Boody-Oliver-Hocking (thump!). Joyner got around Randy Skiver, then went side-by-side into turn one with Sonny Burres. Chuck made the passing stick, ducked under Charlie Brown in turn two, almost caught the track-edge, then just cleared away from everybody.

Ken Roberts went down in the turn four entry-chute, admitting later that he just plain lost the front end. Skiver soon forced past Brown, while Boody and Burres went bump-shuffle through the sweeper and onto the straight where Harley horsepower made it stick. Brown slowed down; Boody went around him outside turn one, and Burres went inside him split seconds later. And here came Hocking!

By about lap seven, it was Joyner well clear, Skiver looking good, Boody picking up about a foot a lap, Burres, Hocking, Billy Oliver, Gary Scott, Brown, Dodge, Eklund, Hank Scott, Springsteen and Ike Reed just limping. Things were settling down.

Everybody had settled into follow-the-leader knots — everybody but Ted Boody. Staying low on the hardpacked groove, working both ends of his Harley with savage tenacity, he watched Skiver push the groove-edge a little farther out each time through the sweeper. Then, with most of the race gone, he slipped a wheel under, "kinda two-wheeled it a bit" and got by in a long, slow hard-working pass.

Gary Scott, circulating carefully, came right up on Billy Oliver in a last-lap bid, but found no room. Sonny Burres tried a last minute rush on Randy Skiver at the checkers, but also ran out of room and race, as the rest had circulated with little change.

It was a happy mob that trooped to the rickety victory platform. Randy Skiver lifted Chuck shoulder high and almost managed to drop him through the sagging plywood floor. They make righteously fizzy champagne in Castle Rock, or else Chuck Joyner, a very happy Chuck Joyner, has had lots of practice opening up National victor's champagne, for the crowd of hometown well-wishers and scrambling press has seldom been hosed as thoroughly, as effectively, or as long as they were this night. And there was even some left to drink, as the normally teetotalling older folks nudged and winked. ●

Results

EXPERT TROPHY RACE:

1. Ed Herrmann (Tri); 2. Don Smith (Tri); 3. Mark Smith (Tri); 4. Alex Jorgensen (BSA); 5. Al Brackenbury (?); 6. Skip Aksland (Yam); 7. Diane Cox (Tri); 8. Mike Kidd (H-D); 9. Terry Dorsch (H-D); 10. Alan Mundt (Tri).

NATIONAL FINAL: 1. Chuck Joyner (Tri); 2. Ted Boody (H-D); 3. Randy Skiver (BSA); 4. Sonny Burres (Tri); 5. Rick Hocking (Yam); 6. Billy Oliver (Tri); 7. Gary Scott (Tri); 8. Steve Eklund (Yam); 9. Hank Scott (Yam); 10. Charlie Brown (Tri); 11. Jay Springsteen (H-D); 12. Don Dodge (Tri); 13. Ike Reed (Tri); 14. Ken Roberts (Yam).

CAMEL PRO TOP TEN: 1. Gary Scott — 130; 2. Jay Springsteen — 120; 3. Ken Roberts — 117; 4. Ted Boody — 82; 5. Randy Cleek — 75; 6. Corky Keener — 73; 7. Hank Scott — 69; 8. Rick Hocking — 68; 9. Steve Eklund — 60; 10. Gene Romero/Mike Kidd — 42.

500 National

Pierre perseveres at St. Peters

By Charles Morey

ST. PETERS, MO., JULY 18

In the final three laps of the first 500cc National moto, Pierre Karsmakers closed the gap between his RC400 works Honda and Bob

Hannah's leading OW26 factory Yamaha on the Cycle World USA course to start his afternoon off right with a moto win.

"I had to," was Pierre's short but suffcient explanation. "It gives me three more points," he added with a shrug, referring to the series standings which, after two rounds, placed him in sixth. Pierre's fast-paced performance on the St. Peters' course was excelled only by his speedy exit from the event to catch his flight back to California.

The 1-4 set of motos added a respectable 43 points to his former 49 point series score and boosted Team Honda's senior member up two spots into fourth for the year. With three races down and four to go, Pierre could still conceivably salvage a series victory, but only if leader Kent Howerton's luck sours. As it stands now, Kent has a 27 point advantage on the second place holder. Kawasaki's Gary Semics who has accumulated a 103 point total. But third place is very closely contested with three riders, Bob Hannah (94), Pierre Karsmakers (92) and Steve Stackable (91) sharing a three-point span. It may all come down to a repeat of last year's final round series decider in Louisiana.

"Pepe" picks up some points

Pierre started scrapping even before the two minute sign went up, choosing a starting spot on the far inside next to series leader Kent Howerton, a location that put him in an apparent advantage but unfortunately outside the end of the gate. He was asked to move.

"He wanted me to move over," Kent said afterwards, "but I was there first so he started next to me on the other side." It was a move that Kent regretted; when the gate dropped, Karsmakers and the rest of the field squeezed to the inside forcing Kent to accelerate down the starting straight on top of the row of car tires that lined the track! It was a temporary hold up that held Kent to sixth place at the end of lap one, but Pierre had done far worse, completing the opening lap in a distant 13th position.

Yamaha's outstanding rookie Bob Hannah held the lead and had every appearance of being on the way to completing his "grand slam" of becoming the only rider ever to win a National motocross in all three displacement classes.

Following Hannah with strong intentions of passing was Gary Semics who in turn held off Brad Lackey, Gary Ogden, Gaylon Mosier and Kent Howerton. Steve Stackable was eighth ahead of Rich Eierstedt; Pierre was 13th; Tony DiStefano and Billy Grossi were back even farther in 15th and 16th.

By the end of the second lap, as the top six remained unchanged, Eierstedt had picked up two places, moving into seventh, and Tony D. had charged up to eighth right behind him.

Lap three saw Howerton gas it up past Gaylon Mosier and Gary Ogden into fourth as DiStefano overtook Eierstedt.

DiStefano became the first DNF casualty when the 370 Suzuki seized on the next lap. New equipment – his other bike had not gotten back from the British GP

Still less than ten minutes into the race, Team Husqvarna suffered two major setbacks as Bad Brad Lackey dropped out and Kent Howerton dropped back to seventh place. Lackey's bike had, as he described it, "minor flywheel key problems." The ignition flywheel had spun on the shaft bringing the big Husky to an abrupt halt. Howerton had bent his brake pedal back under the footpeg on the opening lap

Pierre all the while had been blasting his way through the mesh of riders that separated him from the front spot. After Lackey and Howerton had their problems, Pierre was fifth and fighting for fourth. He took it from Ogden on the next lap, then began applying pressure to Mosier. Howerton pulled in behind Karsmakers and followed him through lapped riders toward the front.

PHOTOS BY CHARLES MOREY

(Above left) Pierre Karsmakers moved to fourth in the standings. (Above) Rich Eierstedt p

Both Pierre and Kent worked past Gaylon near the 20-25 minute mark taking possession of second and third places as Gary Semics fell back to mid-pack.

Steve Stackable moved into his final finishing position near the 30-35 minute point, overtaking Mosier for fourth. Kent Howerton held his solid third place, but Hannah, after leading the entire moto, was having problems. Not only was Pierre thinking seriously about giving the Yamaha rider a run for the money, but the OW26 was experiencing ignition problems.

"Pierre was really gassin' " Bob said after the moto, then added about his bike, "One hill that I had been taking in fourth gear, I could only go up in second!" Pierre passed Bob on a long, jump punctuated straightaway for the win. Hannah, Howerton, Stackable and Mosier wrapped up the top five.

The D. returns; Pierre hangs in

Honda's Rich Eierstedt put a red-streak holeshot on 'em at the start of round two, but once again, Brad Lackey and Gary Semics filled the next two slots – this time in reverse order – and made it obvious that Rich would not enjoy any kind of runaway. Following them, Tony DiStefano was again organizing a strong rush for the front, and he was hotly pursued by Bob Hannah, Kent Howerton, Mike Gillman, Terry Clark and Steve Stackable.

By the end of the lap one, Bad Brad was out front and smokin'. Eierstedt held onto second but The D was closing, having already passed Semics.

"I wanted a moto win!" DiStefano had said following his first round DNF, and he was quite obviously not planning to wait until the final laps to make his move. Tony reeled in Rich Eierstedt, taking over second place on the second lap and moved in behind Lackey.

Pierre had started slowly again this time in 12th. He worked up two places by the end of the second lap while a close four-way race for second shaped up.

Eierstedt still held on but Semics was only a few feet from his tail. Gary was also under pressure from Hannah and Howerton. And keeping pace only a few bike lengths back was Suzuki's Steve Stackable who had intentions of backing up his first round fourth placing with either the same or a better showing.

DiStefano pushed Lackey as Semics then Hannah and Stackable moved ahead of Eierstedt. Howerton had fallen back.

"I hit Hannah's rear wheel and highsided," Kent explained afterwards. "It really knocked the wind out of me." The hard crash also broke the Husky's Magura throttle cable adjustment collar, and the flopping part caused the throttle to hang open repeatedly throughout the moto. Kent tried to make it work, but after it finally stuck over a jump and flipped rider and bike over backwards, he just put it in high gear and rode around for the rest of the race, still finishing seventh for a 3-7 fourth overall.

On the fourth lap, Tony D. suddenly found himself in the lead as Lackey's bike died again.

umpteenth holeshot for the year. Someday he's gonna hold it. (Inset) Points leader Kent Howerton had a mediocre day. (Below) Hannah just missed his triple crown.

"It sounded a little more serious this time!" Brad commented in the Husky pits afterward, but didn't speculate exactly what the problem had been.

Also on the fourth lap, Bob Hannah had gotten around Gary Semics and into second place.

"It's Hannah's race," a spectator proclaimed, but his statement was proven premature in the next two laps as "Hurricane" Hannah faded quickly from the top runners. A spring in the Yamaha's shifting mechanism had broken, and unable to change gears, Bob was soon left in the wake of the Semics/Stackable/Karsmakers frontbound freight train.

For the next 10-15 minutes, the three seemed content to pace themselves and wait until the end of the moto to make any moves. Then Semics started to close the gap on DiStefano. He pulled to within a second's difference on the long, three-jump straightaway, then on the next lap, got by and into the lead. It was short-lived, however, as Gary made a mistake and dropped to third behind Stackable. Pierre still cruised steadily in fourth place.

Once again, Gary rallied a strong push frontward. For several laps he hounded Steve, finally out-braking or out-braving him going into a right-hander at the foot of a long, fast Cycle World USA downhill taking the outside line. Once past, he extended his lead until once again he closed on The D.

With three laps to go in the 40-minute-plus-two-laps moto, Gary pulled up alongside the leader, but Tony managed to hold him off. Time ran out with DiStefano still in command, Semics second, Stackable third, Karsmakers fourth and Billy "Sugar Bear" Grossi rounding out the top five. Pierre's 1-4 got the nod for overall ahead of Stack's 4-3 and Gary's 7-2 scores. Kent maintained his already dominant series points lead with a 3-7 fourth, and Billy Grossi took fifth with his 6-5 total.

250 Support

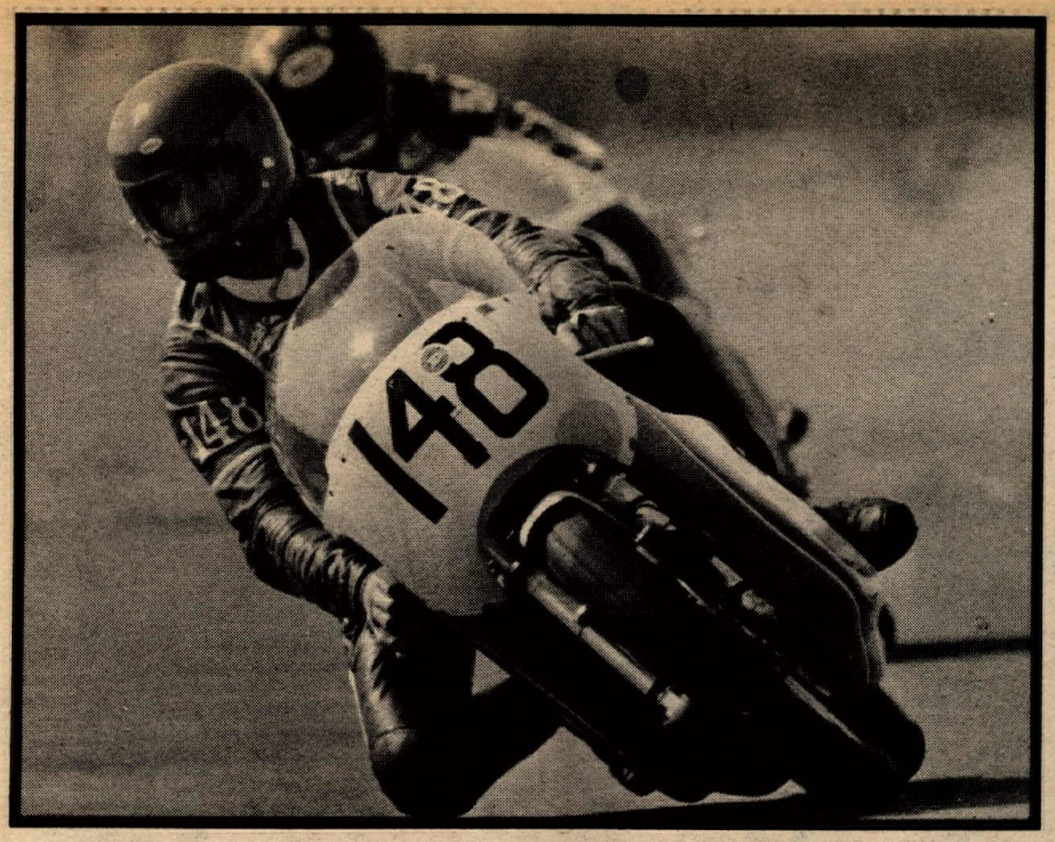
Every now and then Mickey Kessler has an untouchable day when everything falls into place and he takes an easy-appearing win – this was one of those days. Mickey rode his factory Kawasaki to a decisive 1-1 win over Suzuki rider Danny Swartz's 3-2 second placing and Bultaco rider Bob Rutter's 2-4 third. ●

Results

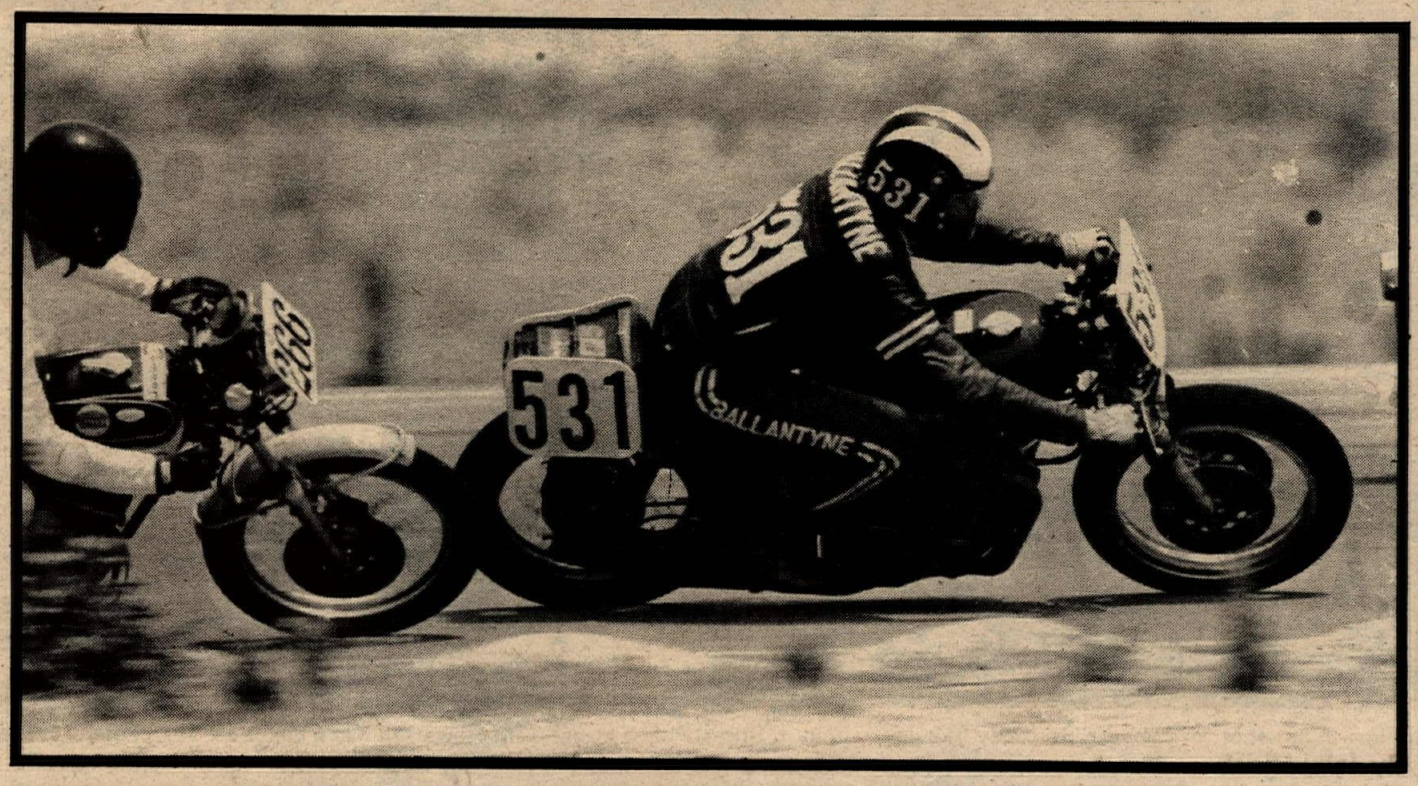
500cc NATIONAL: 1. Pierre Karsmakers 1-4 (Hon). 2. Steve Stackable 4-3 (Suz). 3. Gary Semics 7-2 (Kaw). 4. Kent Howerton 3-7 (Hus). 5. Billy Grossi 6-5 (Suz). 6. Tommy Croft 9-6 (Hon). 7. Rick Burgett 12-8 (Yam). 8. Gaylon Mosier 5-16 (Mai). 9. John Ayers 15-10 (Mai). 10. Rich Eierstedt 14-11 (Hon). 11. Pat Richter 8-17 (KTM). 12. Chuck Lampe 13-13 (Mai). 13. Wyman Priddy 16-14 (Bul). 14. Terry Clark 11-20 (Kaw). 15. Mickey Boone 10-21 (Suz). 16. Charles Sun 23-9 (Hus). 17. Charles Cooper 17-15 (Pen). 18. Mike Gillman 21-18 (Suz). 19. DeWitt Knox 20-19 (Hus). 20. Bob Harris 18-22 (CZ).

250cc SUPPORT: 1. Mickey Kessler 1-1 (Kaw). 2. Denny Swartz 3-2 (Suz). 3. Bob Rutter 2-4 (Bul). 4. Scott Wallenburg 4-3 (Mai). 5. David Ellis 7-5 (Yam). 6. Gene McCay 6-6 (Yam). 7. Jay Clark 8-8 (Yam). 8. Greg Prestage 9-9 (Yam). 9. Ricky O'Brien 5-14 (H-D). 10. Gary Casper 13-10 (Suz).

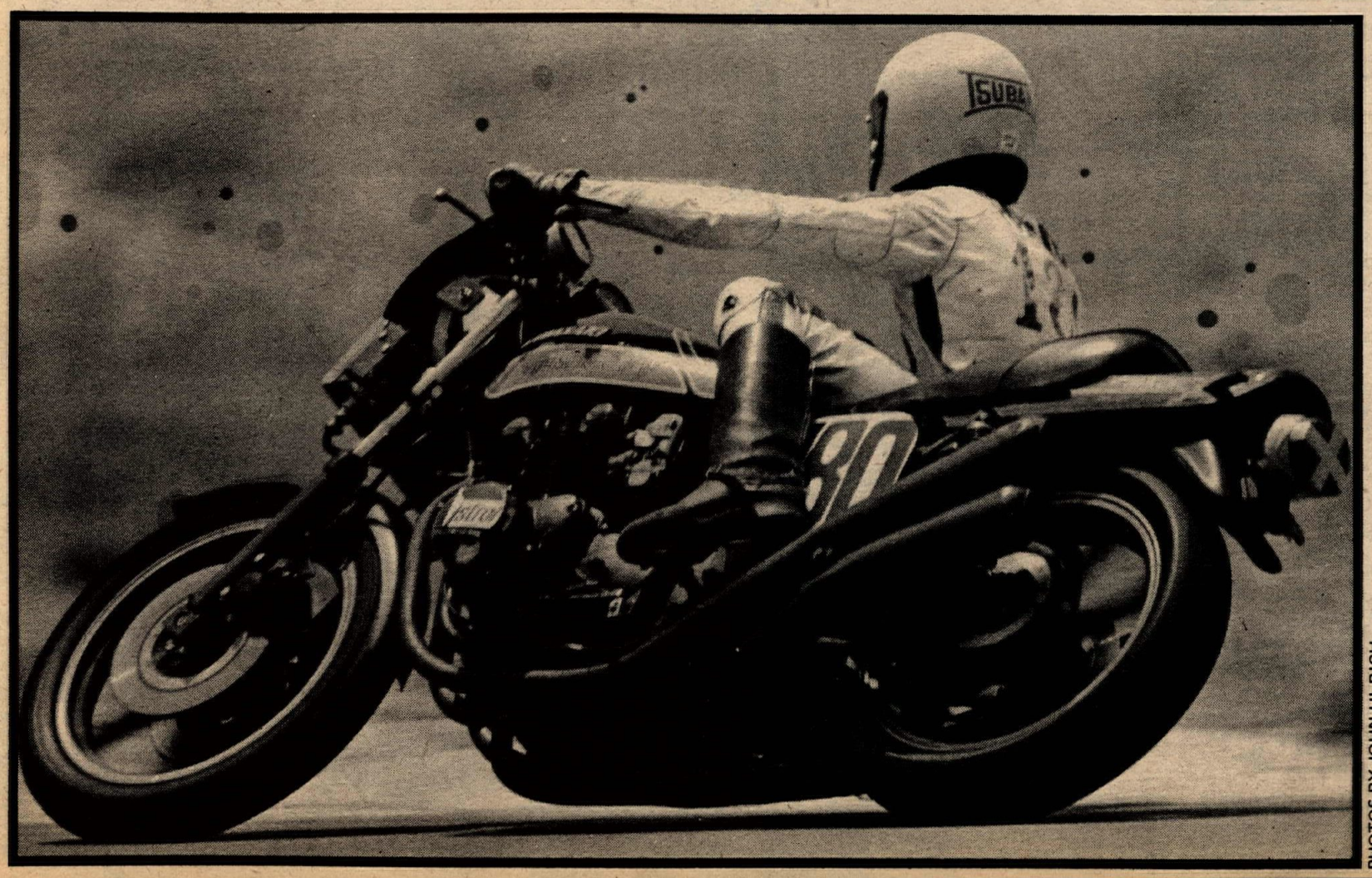
UNOFFICIAL 500cc AMA NATIONAL MX SERIES POINT STANDINGS: 1. Kent Howerton 128. 2. Gary Semics 103. 3. Bob Hannah 94. 4. Pierre Karsmakers 92. 5. Steve STackable 91. 6. Gaylon Mosier. 7. Billy Grossi 73. 8. Tony DiStefano 68. 9. Rick Burgett 60. 10. John Ayers 59.



David Emde wins ev



Above, Bruce Hammer shadowed by Phil McDonald in 250 GP. Right, cafe rashers Tom Ballentyne (531) and Jay Smith (266) nose-tail in traffic. Below, Mike Parriott on the Yoshimura monster that shredded its own sprocket bolts. And, a licensuous comment . . .



PHOTOS BY JOHN ULRICH

ything at WERA's Ontario Nati

"...I almost fell asleep"

By John Ulrich

ONTARIO, CAL., JULY 17-18

WERA brought their progr heats, semi-finals, and fina Ontario Motor Speedway f road race this weekend. When it

was all over, it was plain to see that the WERA boast of "four chances to win," in most cases just meant the class "bullets" collected more first places.

The bullet with most wins at WERA's largest-ever California race was David Emde, a young AMA Expert from National City, California. Emde, 18, won eight out of nine races in 250, 350, and Open GP classes. His only non-win came when he DNF'd an Open GP heat with a fried clutch. Harry Klinzmann won that heat.

The bike Emde rode in Open GP to beat Harry Klinzmann (Yam), Phil McDonald (Yam), Walt Foster (Yam), and Whitney Blakeslee (Kaw) was Gene Romero's spare Don Vesco TZ750. Before practice on Saturday, Emde had never ridden a 750 GP machine.

Both Bob Endicott and Mike Baeder were elminated from GP competition by crashes on Saturday. Endicott hit a light post with his TZ750 while exciting the track through an unfamiliar newly-specified route behind the normal pit-row exit. He remains hospitalized in San Antonio Hospital in Upland with three broken limbs. Baeder crashed a TZ250 in the first heat race, b[illegible] his collarbone.

Emde faced virtually no competition in any of his races, grabbing the lead either at the start or on the first lap, then motoring off into the sunset for another win.

"My bikes were running!" said Emde after the races. "They were just cookin'. I wasn't even trying in the 350 GP. It was so boring, I almost fell asleep." According to estimates, Emde's 350 GP was the most lucrative of all, said to be worth about $400 in purse money.

Harry Klinzmann (Yam) put together a string of seconds in 250 GP races behind Emde, and Phil McDonald (Yam) did the same with a trio of thirds in that class. This was Mc Donald's first road race since he was injured in a dirt track eight weeks ago. "I'm just glad to be out there," said McDonald. "That was the longest two months of my life (recuperating)."

In the Open GP Final, Whitney Blakeslee and his Kawasaki H2R got the holeshot and led for the first lap. McDonald fell off in the 10th turn of the race while in third behind Klinzmann and Blakeslee, just as Emde was passing.

Emde passed me as I just went into the turn and the front went away," said McDonald, who was injured. "I wasn't even riding hard. That's the fastest I've gotten off one of these, ever."

Emde, and Klinzmann, flew by Blakeslee on the [illegible] Walt Foster also passed [illegible] Klinzmann [illegible] Blakeslee [illegible] Kawasaki.

In [illegible] Fleming's [illegible] had a flat [illegible] first lap. That [illegible] leading Dick Kil[illegible] Yamahas of Sc[illegible] Fuller.

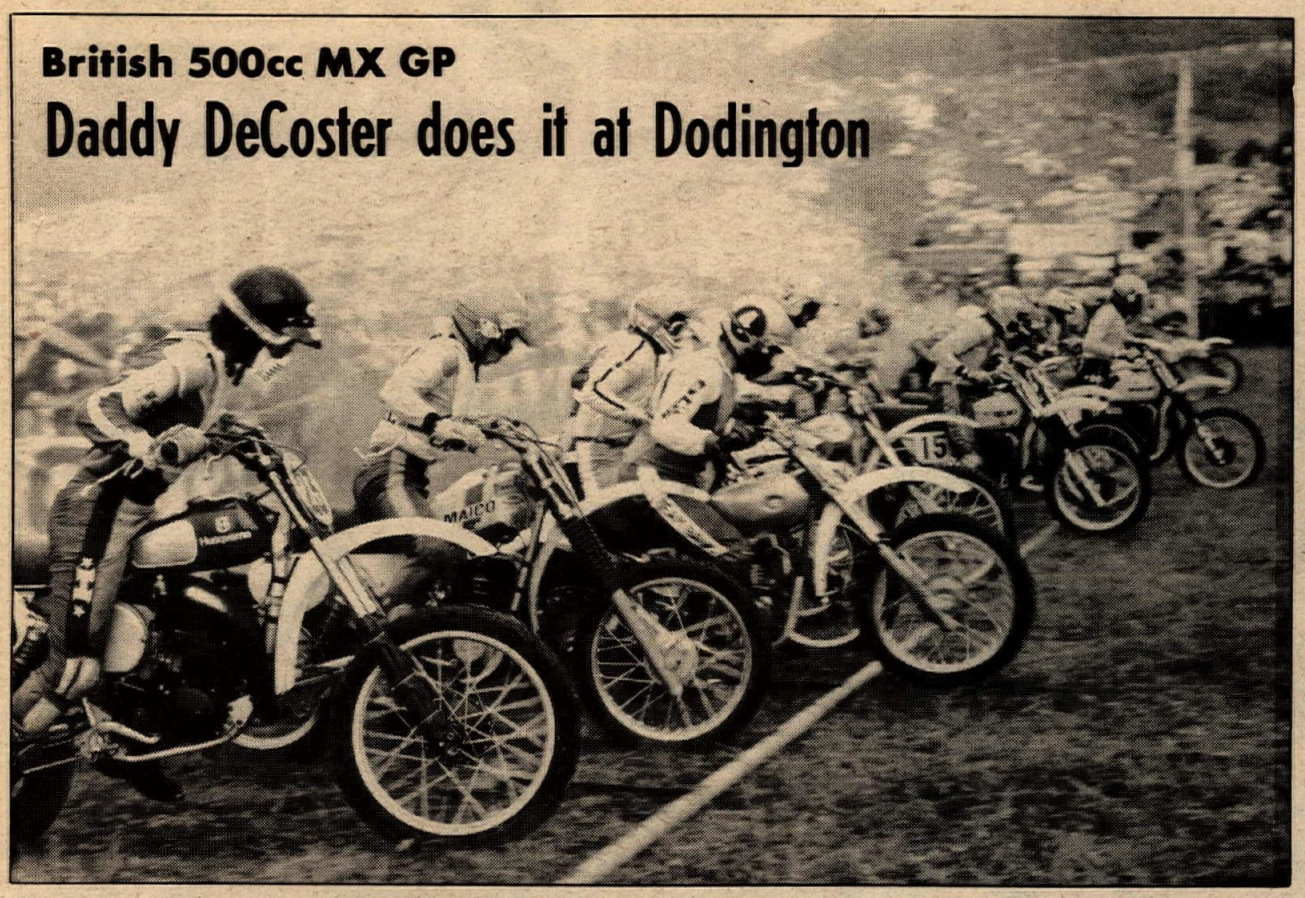
Haberlin pulled away even though he started regularly missing shifts on some parts of the course. Clough and Fuller passed Kilgroe on the third lap. On the fourth, Fuller passed Clough, and Jay Smith (Yam 350) passed Emile Mullick (Hon 750) for fourth place. Kilgroe's bike was running poorly, because of damage to the point plate cam from an AFM Six-Hour race crash in April. (According to Kilgroe, the points cam was bent in that crash. As a result, the timing advance eventually lost a spring, and the middle two cylinders were running at full retard, while the outside two cylinders were running at full advance.) At the finish, it was Haberlin, Fuller, Clough, Smith, Mullick, Bob Ballantyne (Hon 500), and then Kilgroe.

Ken Gill was the fastest overall in 250-410 [illegible] Production. [illegible] Parriott's Yoam[illegible] was eliminated in the [illegible] race when the sprocket bolts pulled out of the bike's mag wheel, taking the threads with them. Lee Fleming's American Turbo-Pak turbo-charged Z-1 led the first laps, but was running under protest, and pitted anyway for visual inspection of the bike. (Sponsor Bill Hahn called the pit stop "a political thing. They didn't want Lee to win without Parriott for competition.") Neither Parriott's nor Fleming's bikes were legal for the class anyway. So Gill, riding the fastest on a class-legal machine, deserved his easy victory. The surprise in that race was John Glover's second overall on an RD 350. Glover used the bike to win every 410 Modified Production race the entire weekend. In this final, Glover quickly passed second Open class rider Mike Velasco (Kaw), who led the 350s of Dick Fuller and Scott Clough. Fuller pitted with a fouled plug.

Kilgroe, riding the same Kawasaki he ran in every race he could, was meanwhile on the move. So were "Mr. Jags" teammates Jim Haberlin and David Breetwor, both on Triumphs.

By the finish, it was still Gill (900 Kaw), Glover (350 Yam), and Velasco (900 Kaw), but the next places were Breetwor (750 Tri), Kilgroe (900 Kaw), Haberlin (860 Tri), and Clough 350 Yam). Jay Smith (350 Yam) and Emile Mullick (Hon 750) came next. ●

Results in Results Section.



British 500cc MX GP

Daddy DeCoster does it at Dodington

The opening moto charges past the gate with John Banks getting a good start aboard the four-stroke CCM. Banks put in a hard ride for fourth place, but the moto belonged to (right) fellow Britisher Graham Noyce, the fastest rising star in GP competition this year.

By David Maltais

DODINGTON PARK, BRISTOL, ENGLAND, JULY 4

Back in Europe after disasterous results in North America, Roger DeCoster rode his heart out in the dangerous heat to win the British

Grand Prix for the first time and, on the points from his third and second place finishes, took a step closer to his fifth 500cc Motocross World Championship crown.

In a season that got off to a humiliating start back in April at Payerne, Switzerland when he scored no points in the opening round of this year's series, Roger has had to fight all the way to hold on to his title. He has now inched closer to his goal but has the pressure taken its toll on the reigning World Champ. He has had to race under on circuits that he and all the riders have called the worst in years as far as organization of the meeting and preparation of the track are concerned.

Roger and Laurie's first child was due the first week in June and Laurie had been in the United States since the first week in May getting ready for the birth. Roger raced in West Germany and still the baby hadn't been born, and he was telephoning California every day anxiously awaiting the news of their first child. On the weekend of the US GP the child still hadn't arrived and Roger's concentration definitely was not at Carlsbad that weekend when Gerrit ran away with both races. It wasn't until the following Saturday that Laurie and Roger became the parents of a son that they named Nigel.

Gerrit was the first to suffer the consequences when he slipped the clutch a little too early and rammed the gate with the Suzuki's front wheel jumping up and getting caught in the between the braces. Gerrit pulled the bike back as the gate dropped. When he got two meters from the gate, and all of the riders were gone, he had to wait to clear the engine before it piped back to life. Roger didn't fair so well either as a rider swerved in front of him and chopped him off.

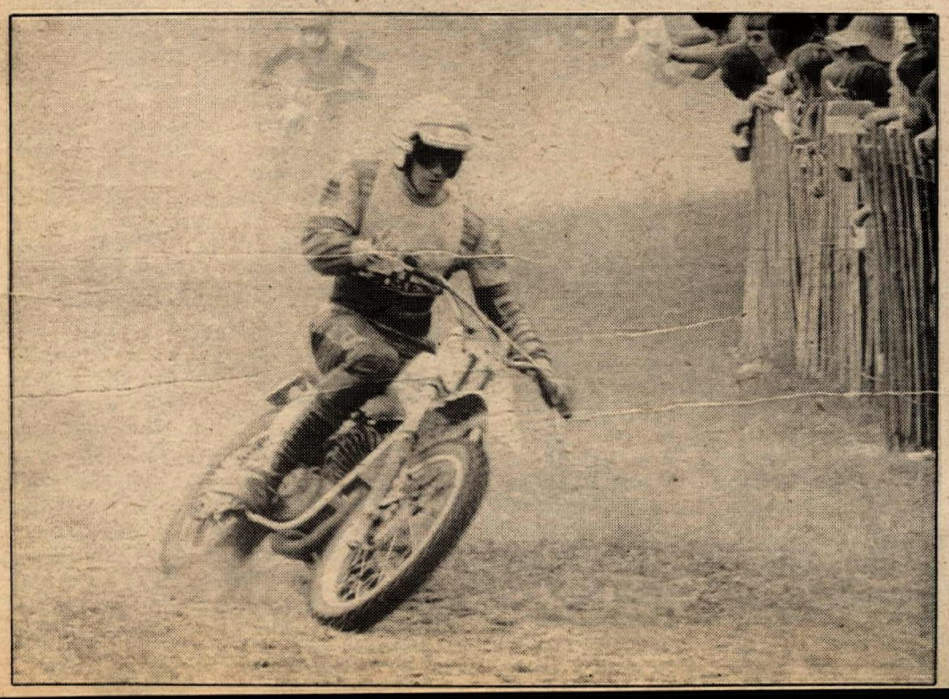
Dutchman Pierre Karsmakers bolted his fire engine red works Honda into the lead with British home fans' hottest young star Graham Noyce in second. Adolf Weil was in third as they came around the first time with the other top riders not faring so well. Ivan Miller's Bultaco was fourth followed by Raymond Herren's Maico, Herbert Schmitz, Bengt Aberg, Jaak van Velthovan, Vladimir Khudiakov and John Banks with Brad Lackey down in fourteenth and Roger and Gerrit in next to and dead last places.

By lap three the picture changed drastically. Pierre was leading when the right rear Koni snapped off clean close to where the eye is bolted to the swingarm. Out. Adolf Weil lost when the rear sprocket completely sheared off the hub. All the bolts were broken clean off. In the back of the pack Roger and Gerrit poured it on hard and sliced up through the choppy course to move up into eleventh and fifteenth positions.

Graham Noyce now had the lead with a good twenty seconds on second man Schmitz. Roger and Gerrit kept on the gas to bring them up to fifth and seventh while Brad had steadly made his way up to nineth.

It took Roger until lap eight to get into second place and Gerrit moved right along with him all the way as he pushed up into third. Roger was knocking off the seconds that separated he and Graham, but it looked like he was running out of time as he ran the Suzuki to the stops the whole way

Ageless Adolf Weil won the second moto and made it a sweep for Maico riders. Weil continues to maintain his third place point standing.



Roger DeCoster took the overall honors for the day with a 3-2 placing. DeCoster will have to wait until August for his next try to clinch the 500cc crown.

Tony DiStefano's debut in GP competition across the pond ended in frustration as Tony encountered various problems that left his best finish of the day a fifteenth.

around. Gerrit was on his way down the big hill to the last lap flag when he got into a tank slapper that had him both feet down and out of control. He got it back together as he passed the finish bend and just opened it up all the way for his last lap effort to get by Roger.

Gerrit's determination finally drove him past DeCoster but it was not only his speed but also Roger's ailing bike that robbed Roger of the twelve points. For the last five laps Roger's throttle had been sticking and this gave him impossible control of the bike as it threw him around and finally banged his right foot into a fence post on a narrow bumpy stretch of the course. Roger thought his shocks had also faded away in the final stages of the race and he had his mechanic check them for the second race.

Union Jacks were waving as young Graham streaked across the line ahead of Gerrit by twelve seconds. Roger was 12.41 seconds down on his teammate with Herbert Schmitz holding on to finish fourth.

While the GP riders recuperated and the mechanics used the hour break to get the machines into shape it started raining during the support race. Solid and long enough to lay down enough water to keep the dust down and make it a little slippery in some places.

When the gate dropped for the second GP heat Pierre rocketed into the lead again, this time with the ageless Maico pilot Adolf Weil attached to his rear wheel. But behind them on the big downhill after the uphill start Andre Massant of Belgium crashed his monoshock Yamaha with Graham Noyce ramming into him. Behind them Brad Lackey made a split second decision to cut to the right to avoid the crashed riders in the middle of the track but that decision put him out also. Massant's Yamaha cartwheeled into Brad's path and the Husqvarna rider went down. Bengt Aberg was next and he pitched his bike down but was rammed in the chest with the handlebars of his Bultaco as his bike smashed into Massant's Yamaha, rupturing the Bultaco's gas tank. Brad got up, cast a glance to the young riders still lying on the track, and got his Husqvarna back to life and back into the race in last place. Bengt got up but retired.

Pierre continued to lead with John Banks in second for three laps until he retired with mechanical problems. Roger got off to a better start in fifth place but the race ended for Gerrit at the starting line. This time his clutch fried all the way and he had just got his Suzuki away from the gate when it stopped. Vic Allan was keeping a hot pace in second behind Pierre when Banks went out, but was passed by Roger on the second lap only to get by the Champion on the following lap. On lap six Weil came storming by Vic on his way after the leaders. Brad made it up to fifteenth on lap four but was forced to stop on lap eight when his right hand grip came loose. He lost control on one of the corners and almost came off.

It looked like Pierre was going to collect fifteen points as he kept the lead without serious challenge from Weil. But on the thirteenth lap his footpeg came lose so that he was only using his right leg. The left side just hung down with no support.

Roger collected twelve points for his second place finish when he came across the flag thirty-three seconds behind Adolf. Vic Allan held on to third to the delight of the British fans while Ake moved up to finish in fourth only two seconds down on Vic at the flag.

Roger's margin is not what anyone would call the safest as all the GP riders now wait until the final two Grands Prix in August. Roger has eight wins to Gerrit's six, with four to six second places. Roger has a third for thirteen best finishes and Gerrit must take a fourth for his best thirteeen finishes.

Results

1st Moto: 1. Graham Noyce (Mai); 2. Gerrit Wolsink (Suz); 3. Roger DeCoster (Suz); 4. Herbert Schmitz (Puc); 5. John Banks (CCM); 6. Brad Lackey (Hus); 7. Raymond Herren (Mai); 8. Vladimir Khudjakov (CZ); 9. Ake Jonsson (Mai); 10. Ivan Miller (Bul)

2nd Moto: 1. Adolf Weil (Mai); 2. Roger DeCoster (Suz); 3. Vic Allan (CCM); 4. Ake Jonsson (Mai); 5. Jaak Van Velthoven (KTM); 6. Herbert Schmitz (Puc); 7. Neil Hudson (Mai); 8. Willy Bauer (KTM); 9. Franz Sigmans (Mai); 10. Bob Wright (Mai)

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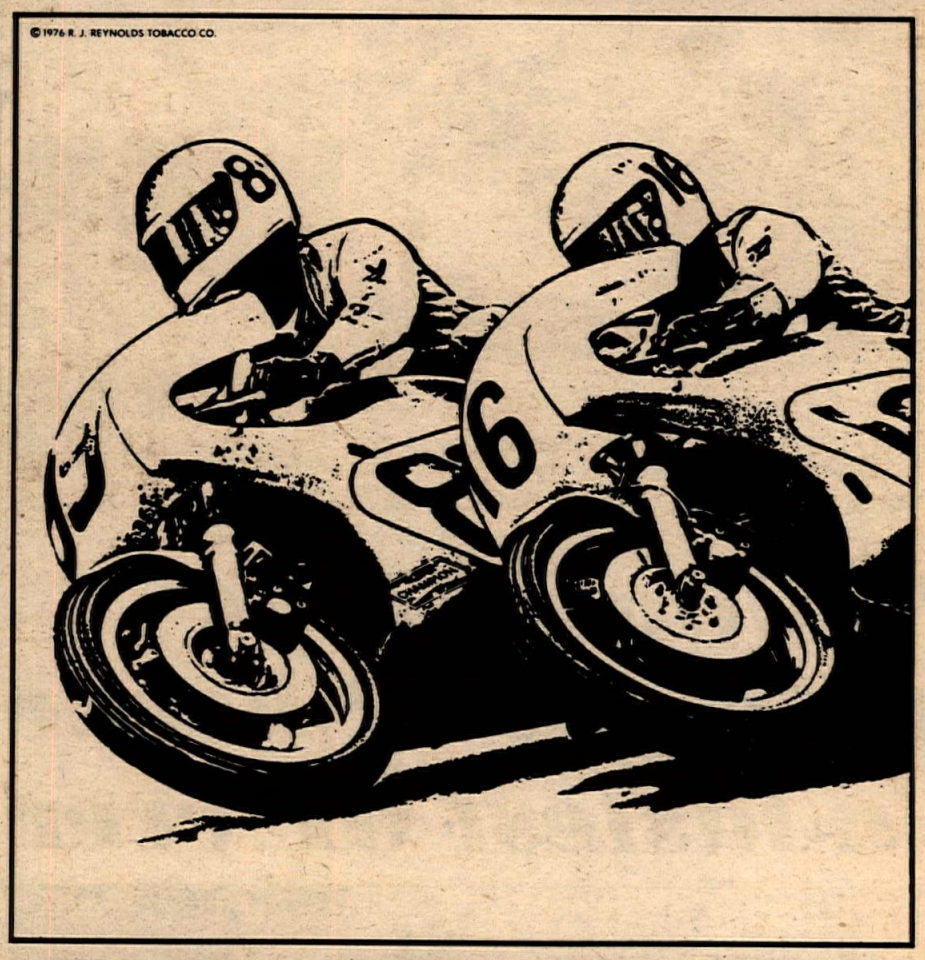

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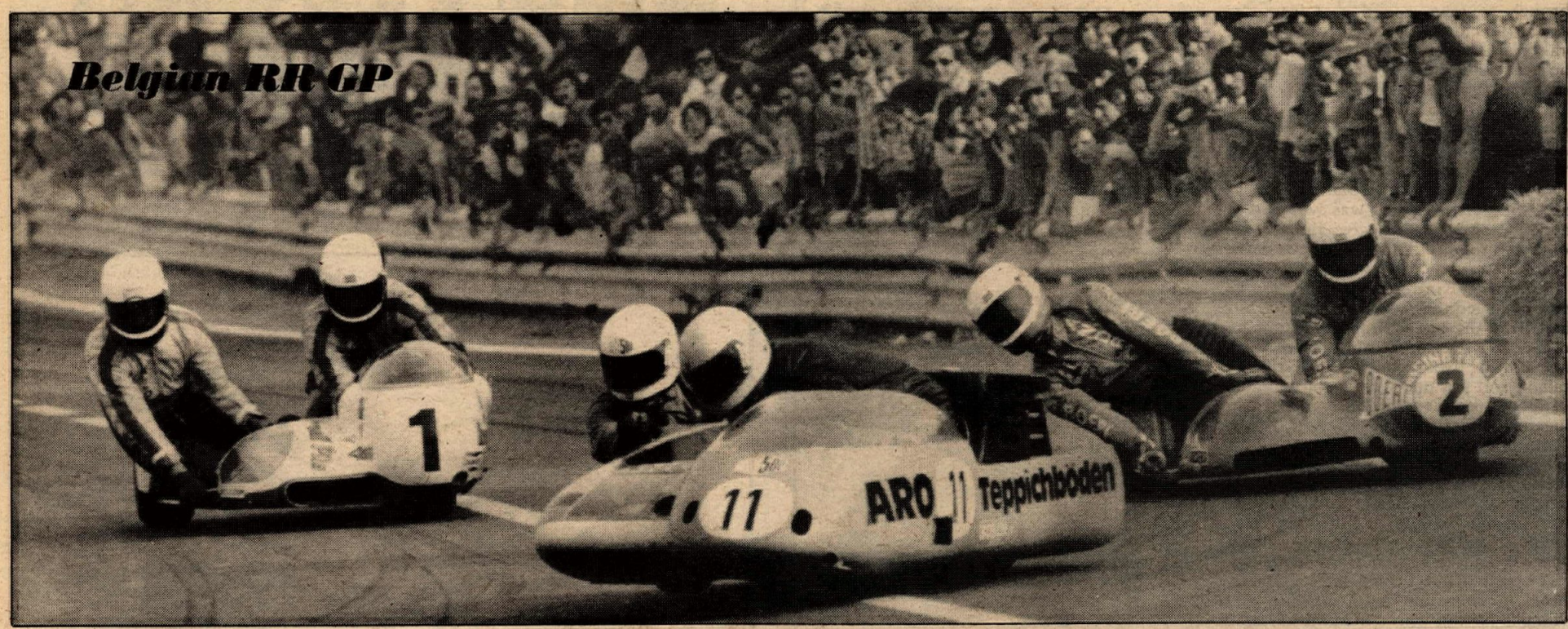


After an exciting battle between the sidecars of Schilling (11), Steinhausen (1) and Schwarzel, the number one hack put it away on the last lap.

Williams tops teammate Sheene in fastest GP ever

By Chris Carter

SPA-FRANCORCHAMPS BELGIUM, JULY 4

Barry Sheene is still just one step away from winning the 500cc World Championship despite having been beaten home by his

Suzuki GB teammate John Williams in the fastest GP ever. Williams turned in the fastest lap over the 8.7 mile Spa-Francorchamps circuit at a blistering 135.52 mph and averaged 133.41 mph in the ten lap 500cc race. Sheene and Williams had carried on a virtual war up until the last lap, but Sheene, suffering from fuel vapourization on his four-cvlinder Suzuki limped home in seond place, while Williams, having proven a point, was left looking over his shoulder in vain as he dawdled over the line!

"I waited for Barry to catch up, but he lost a lot more ground on the last lap than I expected," said 29 year old Williams after the race.

This win, John's first GP victory, comes just a few weeks after breaking down 600 yards from the finish of the Isle of Man Senior TT. If he had won that race, instead of pushing home in seventh place, the gap at the top would be much less.

Now all Sheene needs is a third place to clinch the title, even if Williams won the remaining four rounds.

Sheene's other rivals were in trouble, too. Phil Read, after practicing on Friday, returned dramatically to England, in an attempt to sort out a family crisis. Later he announced that he had retired from Grands Prix and European events, but would continue to compete in England.

Behind Williams and Sheene at the checkered flag was a Dutchman, Marcel Ankone, filling third place just as fellow countryman Wil Hartog had done the previous weekend in Holland.

The 500cc race might have been a big surprise, but earlier in the day little Angel Nieto had pulled an even bigger shock victory when he and the new Bultaco beat reigning World Champion Paolo Pileri and the super fast Morbiedelli home in the 125cc race.

The 50cc battle was won convincingly by Herbert Rittberger, after a sluggish start, ahead of Angel Nieto, whose Bultaco suffered from a misfire for second half of the six lap race. Ulrich Graf, from Switzerland, was third and the championship battle is still wide, wide open.

Walter Villa's domination of the 250cc race took some of the sparkle off an incredible scrap behind him for the remaining leaderboard places.

At one stage it involved ten riders, but at the end of the race it had dwindled to just seven men. Fastest of this group was Paolo Pileri with his Morbidelli handling much better now, thanks to an Italian made Bimoto frame.

He pulled open almost nine seconds from a titantic scrap between Takazumi Katayama, John Dodds, Franco Bonera, on the other works Harley-Davidson, Victor Palomo, Dieter Braun and Penti Korhonen.

There was a lot of needle in the run in between Katayama and Dodds as they weaved their bikes across the track in an attempt to make the other ease off a little in the sprint to the flag.

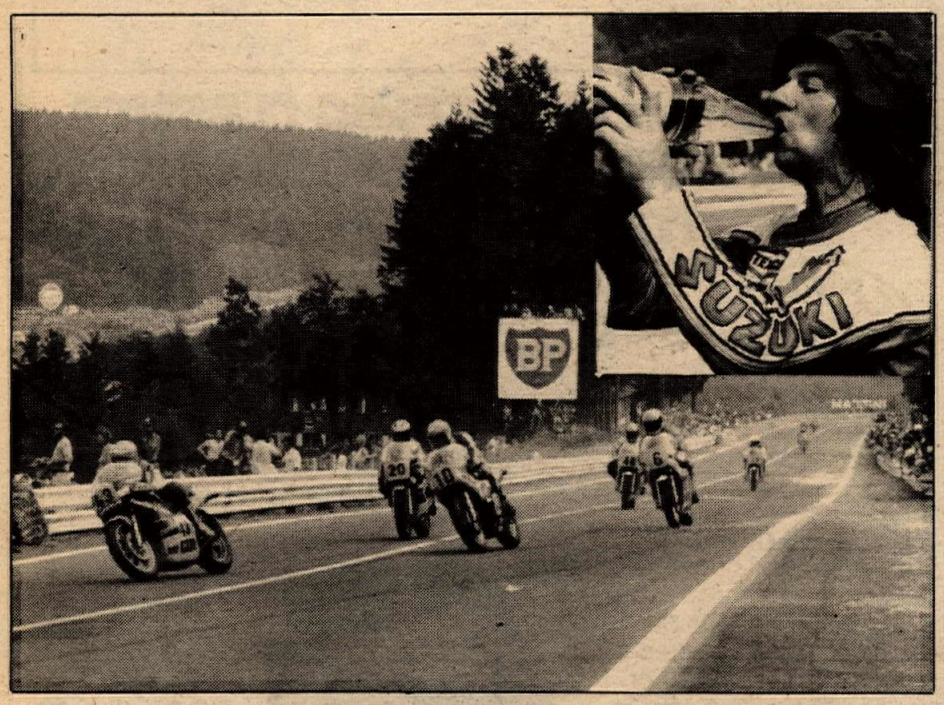
This modern day Roman gladiator's game ended with the Japanese rider just a fraction f a second ahead of the Australian.

Two of the practice pace makers were quickly out of the running in this superb race. Bruno Kneubuhler, second fastest to Villa, managed just a couple of laps before ignition failure on his disc valve Yamaha forced his retirement, while the Swede Leif Gustaffson had a much more unusual reason to quit.

At the Cocos, a really quick double "S" bend on the circuit, his fairing screen literally exploded. He thought he had been struck by a part from a crashed machine, but he hadn't. There seems no reason for the screen to break up, but Leif's swift reactions saw him pull in the clutch and apply the brake. With more than half the field storming past him, he decided to pull out, a shaken and sad man!

Nothing could live with the Harley of Walter Villa, though, and he was pulling away at the rate of five seconds a lap in the early stages, during which time he broke the lap record.

Bonera's H-D was quick, too. At one stage, after a poor start he blasted



Philippe Coulon leads Jack Findlay (10) and Michel Rougerie (20). (Inset) John Williams chugs bubbly. (Below) Angel Nieto (26) came from mid-grid to win 125 GP.

through to take second spot from the rest of the closely bunched pack, by out braking four riders at the hairpin. But as the heat really built up, Franco dropped back a little to finish fifth.

Angel Nieto had been quickest in both 50 and 125cc classes, but he was caught napping in the early stages of the 50cc event, the opening race of the day.

Nieto grabbed a consolation win in the 125cc event, which was switched in the running order to give riders who competed in both 250 and 500cc races a breather.

Pirpaolo Bianchi on the works Morbidelli led the race for four laps, but then he went out leaving his teammate to handle Nieto, and he couldn't! Nieto was almost five seconds ahead of the Italian, and this pair were in turn almost a full minute clear of third place man Eugenio Lazzarin.

The 500cc race was cut from twelve laps to ten, after the FIM Jury had discussed the safety problems of the high speed event. There couldn't have been many people in the ranks of competitors, spectators or even press, who were not delighted at the idea.

The race itself turned into a strictly three horse affair, with Sheene and Williams on the works Suzukis harrased by the standard model of Marcel Ankone.

Williams led for the first three laps, with Sheene and Ankone sharing runner up spot, until Sheene moved ahead on fourth lap. But if his fans thought that the race was now over, they had second thoughts, for Williams, not at all pleased in practice when Sheene had loaned his spare works machine to Frenchman Michel Rougerie, was out to show that he was a valuable member of the Suzuki squad.

He and Sheene kept swapping places at the head of the pack, and Ankone began to fall a little behind. But then, with Williams regaining the lead on the eighth lap, it looked like a close finish.

But when John eased off and looked over his shoulder at the La Source hairpin, Sheene wasn't in sight. His misfire at low revs had cooked a couple of plugs and he was in trouble!

Williams was down to near walking pace as he crossed the line, but barring actually stopping to let Barry win, there was nothing else he could do!

Sheene limped home second, more than seven seconds behind Williams, with Ankone nearly ten seconds behind Sheene.

American Pat Hennen found the Spa circuit something of a problem on his first visit.

He too pulled through from a poor start to finish eighth and improved still further his World Championship position. ●

Results

50cc (6 laps): 1. H. Rittberger (Kre); 2. A. Nieto (Bul); 3. U. Graf (Kre); 4. E. Lazzarini (Mor); 5. B. Laurent (ABF); 6. E. Kip (Kre); 7. R. Kunz (Kre); 8. C. Van Dongen (Kre); 9. H. Hummel (Kre); 10. S. Dorflinger (Kre).

Fastest Lap: Rittberger 5m 8.3s/164.644 kph.

125cc (10 laps): 1. A. Nieto (Bul); 2. P. Pileri (Mor); 3. E. Lazzarini (Mor); 4. G. Bender (Ben); 5. H. Bartol (Mor); 6. P. Plisson (Mor); 7. S. Dorflinger (Mor); 8. J. Van Zeebroeck (Mor); 9. L. Gustafsson (Yam); 10. C. Van Dongen (Mor).

Fastest Lap: Bianchi (Mor) 4, 22.7s/193.224 kph.

250cc (11 laps): 1. W. Villa (H-D); 2. P. Pileri (Mor); 3. T. Katayama (Yam); 4. J. Dodds (Yam); 5. G. Bonera (H-D); 6. V. Palomo (Yam); 7. D. Braun (Yam); 8. P. Korhonen (Yam); 9. P. Fernandez (Yam); 10. T. Herron (Yam).

Fastest Lap: Villa 4m 6.9s/206.589 kph.

500cc (10 laps): 1. J.G. Williams (Suz); 2. B. Sheene (Suz); 3. M. Ankone (Suz); 4. M. Rougerie (Suz); 5. T. Lansivuori (Suz); 6. D. Braun (Suz); 7. C. Mortimer (Suz); 8. P. Hennen (Suz); 9. J. Newbold (Suz); 10. H. Kassner (Suz).

Fastest Lap: Williams 3m 52.6s/218.228 kph.

Sidecar (9 laps): 1. R. Steinhausen/J. Huber (Bus); 2. W. Schwarzel/Huber (Kon); 3. H. Schilling/R. Gundel (Aro); 4. S. Schauzu/W. Kalauch (Aro); 5. R. Kurth/D. Rowe (Yam); 6. G. Odell/A. Gosling (Yam); 7. O. Haller/E. Haselbeck (BMW); 8. T. Janssen/E. Schmitz (Yam); 9. M. Hobson/G. Inchliffe (Yam); 10. Michel/Garcia (Yam).

Fastest Lap: Schilling 4m 22.9s/193.077 kph.

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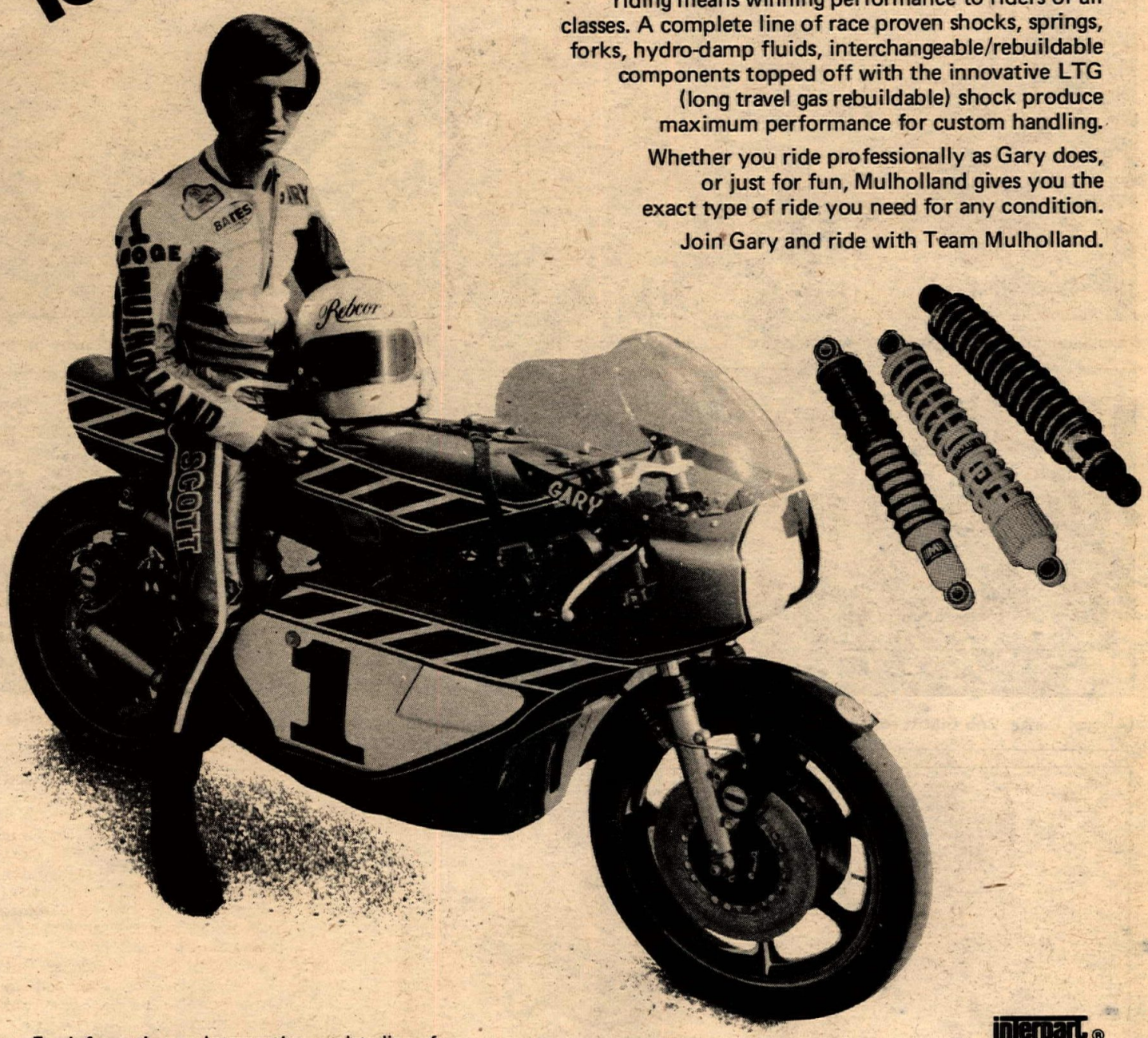

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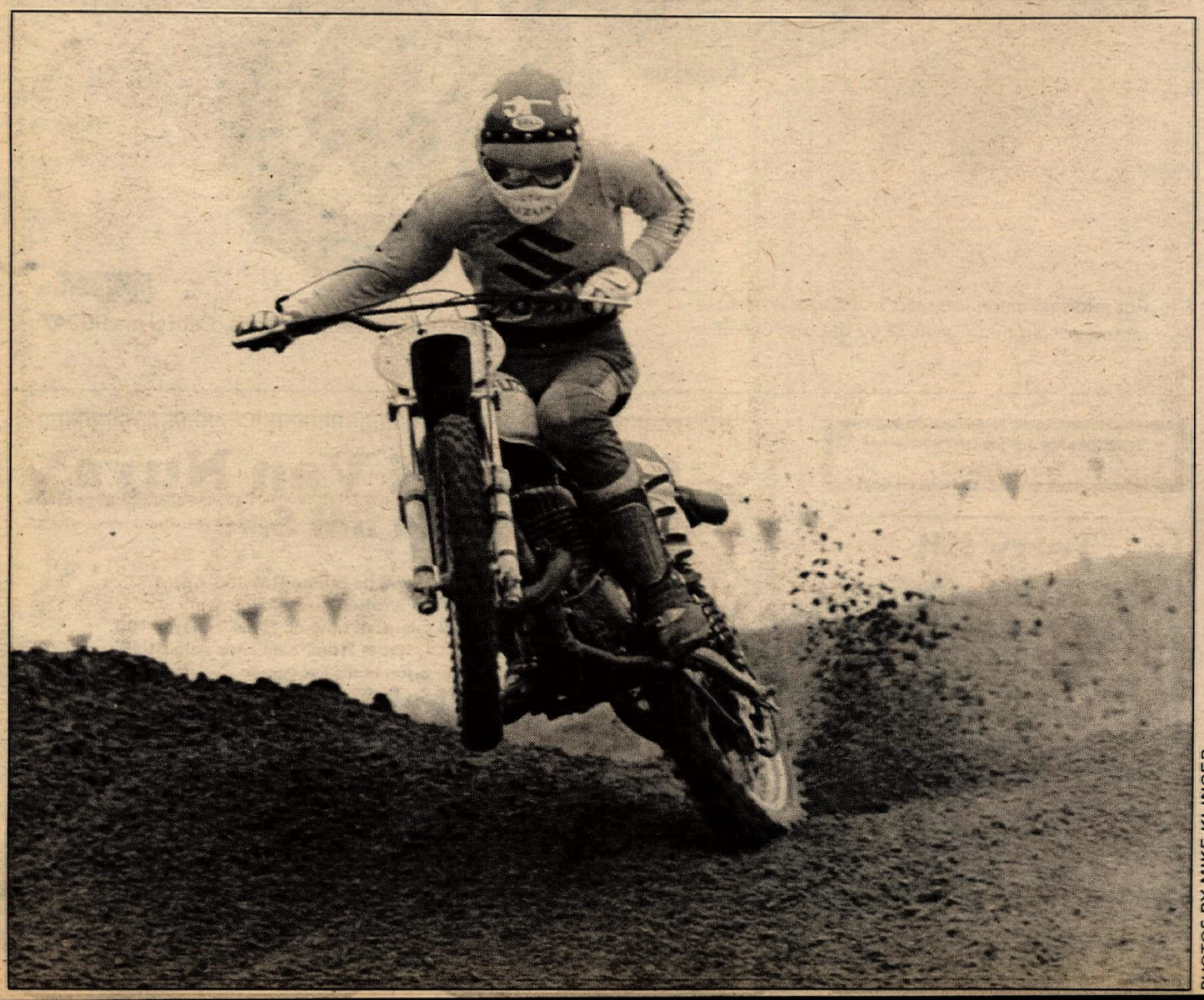
Western hotlin

(Above) Banzai Bob Elliott rode his U.S. Suzuki to a 250 Pro overall win and (below) Jeff Jennings powered his 370 Suzook to first 500 Pro at Saddleback Saturday.



PHOTOS BY MIKE KLINGER

Juniors/ Intermediates clash for cash and prizes

By Patti Trotter

ORANGE, CAL., JULY 18

Holy DG! 362 riders showed up to race at CMC's Junior/Intermediate day at Saddleback Park and DG Performance Specialties, Inc. was handing out the goodies, $2,500 worth of t-shirts, chain lube, hats and visors. Winners of the finals were awarded big money gift certificates to spend at DG in Anaheim. The Mini Experts were up to their usual dial-it-on berserko style. Darren Penrod (Yam) and WFO Bobby Hart were the stars. Bobby got off shortly after the start of the second moto but got back aboard his ultra-trick Honda and zeroed in on the first place riders, getting past all but the leader. The top three riders of the day for the Mini's were Penrod, Hart and Rick Johnson (Yam). There seems to be quite a few "Little League" parents involved in the Mini classes. It would be good if the riders could ride, and the watchers could just watch.

Lee Scheffers, owner of Lee's Pipes, won the 500 Junior class on his new 400 KTM. This was Lee's second time out on the new bike and his second win. Second and third place honors went to Bob Bourne (Bul) and Michael Bomer (Suz).

Hamilton Barnard (Suz) got the holeshot in the final moto of the 250 Junior go and held on to it right up to the very last of the race. Although Hamilton was passed, he crossed the

finish line with his usual big smile for the spectators. Stephen Pigage (Mai), Barnard, and Brian Hopwood (Suz) got the goodies at the end of the race. 125 Intermediate Mitch Musgrave (Hon) had the most consistent time during the last moto. Mitch seemed to have the track under control and was out to win, which of course he did. Frank Pilato (FMF) and Brian McNamara (Hon) followed him for second and third place points. ●

Results in Results Section.

Jennings, Elliott sweep Saddleback Saturday

By Danny Raymond

IRVINE, CAL., JULY 17

U.S. Suzuki's R&D Team of Jeff Jennings and Bob Elliott continued their domination at Saddleback Park. Jennings smoked both his 500 Pro motos while Bob Elliott shook off a second moto crash and went on to also score a perfect 1-1 score on the 250 class. FMF's Tony Wanket took home top honors in the 125 Pro division after a great race with Q&E's Kurt Sofka, this race was neck and neck all the way through the moto until the checkers dropped.

The first 250 Pro moto was a breeze for Bob Elliott, as he led from the start to finish. Jeff Vidic quickly moved to a strong second while Ron Turner (Suz), Greg Robertson (Oss) and Steve Rhyan diced for third. This battle ended halfway through the race when Turner went down and Rhyan started to fall off the pace. Before the moto ended Ron Tebbs motored his Kawasaki into the fifth position. During the early part of the race many time National Champ Gary Jones did some research and development on his leg muscles as he again pushed his Ammex off the track scoring another DNF to his list.

Again in the second moto Elliott pulled a nice holeshot and walked into another fine lead. Vidic, Robertson, Tebbs and Jeff Witherell were in close pursuit. Moments later Elliott took a dive for the dirt allowing Vidic, and Robertson to pass. After Elliott restarted he was going nearly wild to regain his lead. As Elliott pulled up on Robertson's Factory Ossa they picked up such a quick pace that while dicing they were also pulling up on Vidic. Five handlebar bashing laps later Elliott made his move on Robertson and set out for Vidic. Before Elliott began to pressure Vidic, Jeff lost his gas line and dropped back to seventh. Elliott took first and first overall for the day, Robertson held off Rhyan's last minute attempt for second to finish second. ●

Results in Results Section.

Stabile and ITA Two in a row

By Paul Oswald

IRVINE, CAL., JULY 11

Marty Stabile, levis, Army boots and all, motored to an eight point lead to grab first Novice in the second I.T.A. Watermelon Trials. That's two in a row for Marty. I.T.A. and Saddleback Park seem to be a fine combination and the trial went off without a hitch. The loop and sections were fun but challenging, a trials riders delight.

Honda trials team manager Bob Nickelsen (Hon 305) rode to a fluid second behind Honda main man Marland Whaley. Dennis Gilmore (Bul 325) rode to a quiet third Expert spot. In the Beginner's class Sonny Baskin coaxed his Cota 247 into first place with Snowden Mathews right behind on a Suzuki 250.

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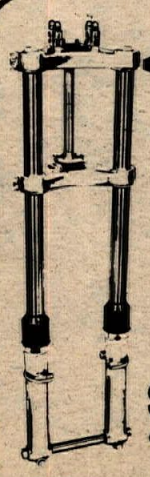

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JOHN ULRICH

(Left) Bob Nolan (50cc Villa) leads a 125 Production bike, while (right) the Count, Philippe deLespinay wins 125 GP on his Garbage Can Special.

The Webster gang showed up in force today, mounted on Yamaha 175s to sweep the Amateur class. David Webster was number one. Mark Webster and Paul Webster finished second and third respectively. Duane Feland (250 Suz) mounted his Suzuki, with heat treated handlebars, and rode into fourth Amateur.

Art Webster (Yam 250) broke Manfred Lauxen's winning streak today by matching Manfred with 33 points. The tie-breaker went to Webster. Jerry Manley (Yam 250) rode well and took third. Manfred and Marland were spied eating humongous amounts of watermelon after the trial, could it be part of the trick?

Marty Stabile (Yam 250) styled to a Novice win with an almost flawless ride. Moto-journalist Len Weed rode his Bultaco to a second, eight points behind Marty. Marland E. Whaley Sr., yeah, Marlands' dad, on a 184 Honda rode to a smooth third place novice.

Cooler weather and an earlier starting time allowed I.T.A. to create a longer trial. Four loops, each loop having 15 sections made for a full day of riding which made everybody happy. ●

Bell rings out at Ascot MX

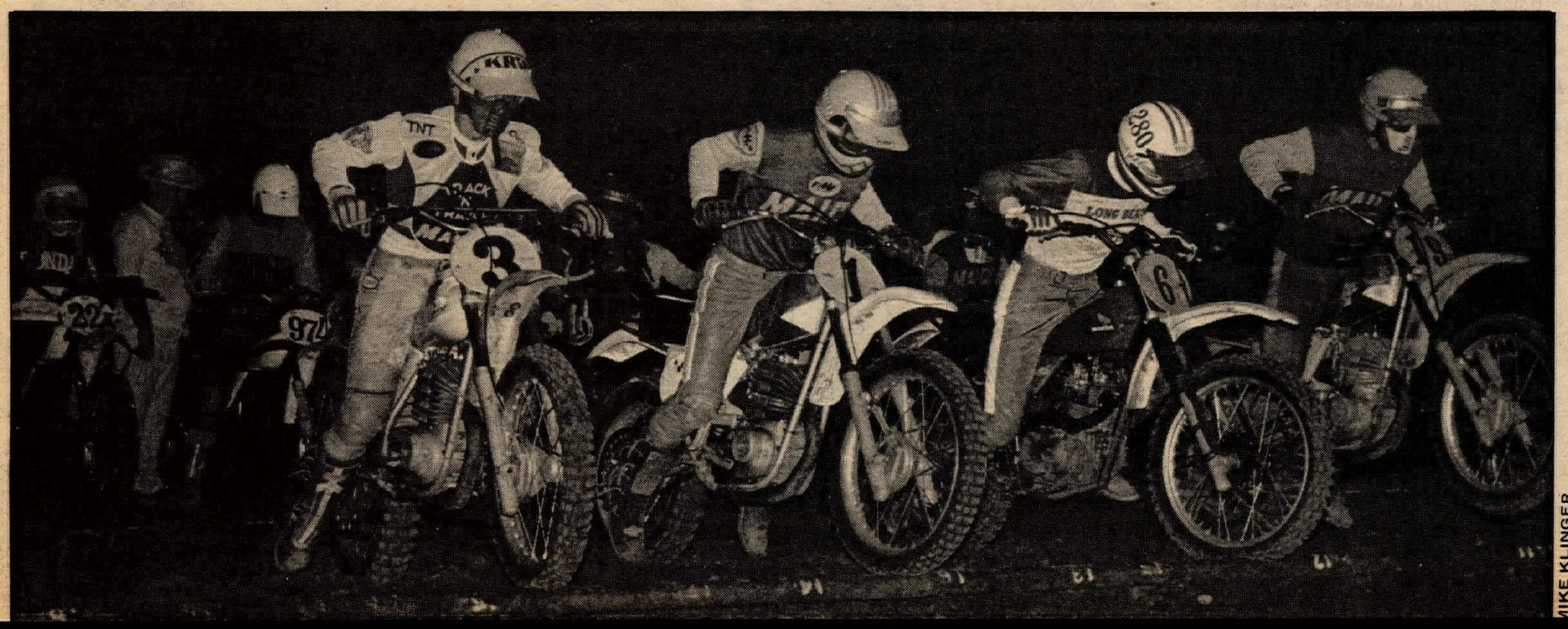
By Mike Klinger

GARDENA, CAL., JULY 15

Ascot Motocross became the Superbowl of Motocross practicing grounds this past Thursday night. Mike Bell and David Taylor will compete in the 250 Pro Novice class at the motocross classic and the night race at Ascot may help them.

The gate dropped and into the first turn went eight 125 Pros. Four machines and riders tangled to the ground and a restart decided the leader of the moto. Dave Taylor (DG) grabbed that lead with Ascot's fastest, Dave Carlson (FMF) hot-on-his-heels. With no passing room, Taylor won the moto with a substantial lead and Carlson second. Moto two was a different story. Taylor led the race for six laps but blew the transmission in his ultra trick DG equipped Yamaha. This left Carlson all alone in the lead. Carlson won that

At Ascot MX, Mike Bell (6) and his 440 Honda outlasted the three 450 Maicos of Val Tamietti (3), Bill Rubly (1) and Luke Messer (19) to win the Open Pros.



MIKE KLINGER

particular moto and with a 2-1 tally collected the first place money.

Man-O-Man what a 250 Pro race! The line-up included Mike Bell (Hus), Mike Stearns (Hus), Dave Taylor (Yam), Bill Rubly (Mai), Luke Messer (Mai) and five other Pros. The rocket-mono of Taylor's launched into the first turn ahead of the field and led the race for eight of the ten laps. The first eight laps left just enough time for Bell and Rubly to make a move on Taylor. Taylor relinquished the lead by crashing on the back berm and Bell was the leader. Taylor regained his composure and still finished second behind Bell with Rubly third.

Moto two was a copy of the first clash except for a photo-finish between Bell and Taylor. Taylor led again for seven laps and again Bell just kept in pursuit and then overcame Taylor in the sandy bowl. This gave Mike Bell a perfect 1-1 score for the 250 Pros and first overall money. Taylor was second.

Mike Bell made it a real perfect night as he also finished 1-1 in the 500 Pros. Bell's Honda outran three of the fastest 450 Maicos in captivity manned by Bill Rubly, Val Tamietti and "Big" Luke Messer. ●

AFM Ontario: Klinzmann makes it EZ on TZ

By J. D. Ulrich IV

ONTARIO, CAL., JULY 11

Wes Cooley, Jr. was injured, Wally Karpynec was beaten, Philippe de Lespinay won a hard-fought battle, and Harry Klinzmann won his first race on a 750.

Cooley, an AMA Expert, broke his right elbow in a warm-up lap crash before the start of the Open GP race. According to eyewitness David Emde "It looked like his bike locked up. I was right behind him, and all of a sudden there were these black streaks (on the pavement) and his bike flew up into the air. It looked like it (the bike) hit him. I just stopped. I thought he was dead."

The impact of the heavy TZ750 Yamaha after its flight through the air fractured both its magnesium racing wheels right down the middle. It was unclear whether the machine hit the wall surrounding the banking following the spill.

Several days after the crash, Cooley was still in St. Jude's hospital in Fullerton, California, recovering from his injury.

With Cooley out of the race, young Harry Klinzmann, riding a brand-new TZ750, had only AMA Expert Whitney Blakeslee to contend with. Blakeslee, riding an H2R Kawasaki, was never a real threat after the first lap, due to handling problems. Blakeslee retired, Klinzmann ran away with an easy victory.

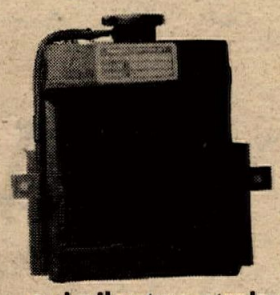
Klinzmann was excited after his first big-bike GP ride. He said "This bike handles so well, and is so much easier to ride than a 250 that I feel like giving up 250s now."

Wally Karpynec has been nearly unbeatable on his ratty Suzuki X-6 in 250 Production. But this race, Mark Homchick, a young upstart and hanger-on at the *Cycle* magazine shops, realized a dream when he beat Karpynec. Homchick rides a Gordon Jennings RD250 with racing slicks. Karpynec rides an old, beat-up Suzuki he tunes himself and rides on K81 street tires.

At their first race, Karpynec easily rode away from Homchick, but commented later that he won by riding very hard, something he usually didn't have to do.

At this race, Karpynec was passed by Homchick and fell behind. In a brilliant last lap charge, Karpynec made up all the lost distance and stuffed it under Homchick at the next-to-last turn of the race. Unfortunately, that set up

The Power-Saver. Water-Cooling by Shinobi.



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Editor of Dirt Bike magazine, Gunnar Lindstrom, admits that "...water-cooling can pay big dividends." After a 40-minute run at full speed with the Shinobi Head on a 125 YZ, he was amazed when there was no usual power fade.

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TOM CORLEY

(Above) 125 Intermediate Todd Peterson (z98) dives under Frank Pilato (J29) during CMC night wars at Irwindale.
(Below) Winner Larry Kosta gets through while Spisak and Robin Hook overcook a slide at South Bay.

JAMES BRAMMER

Karpynec for the outside for the last turn.

Homchick bumped Karpynec with his shoulder, sending the Suzuki into a wobble on the outside of the last turn. Karpynec ran off the track, Homchick went around the corner and won.

"I don't mind, as long as there's no physical contact," said Karpynec later. "I don't want to crash. I like a good race, but not physical contact."

Homchick later apologized to Karpynec, promising a clean ride in their next meeting.

Philippe deLespinay won again on his water-cooled 125 GP bike, which he maintains should not be called a "Yamaha."

"It's a Garbage Can Special (GCS)" said deLespinay. "Yamaha didn't help us one bit. The only Yamaha parts are the crankcases." ●

Hi desert hotshoes invade 395

By Phil Carpenter

ADELANTO, CAL., JULY 10

Local motocrossers invaded the shorter TT course at 395 Cycle Park aboard Suzukis and Hondas, then rode off into their desert with the brass.

Rex Murdock took his MX boots to first place in 250 Novice competition while Adelanto's Ace Gray Praster pushed flatlander Dave Johnson for second in TT Sweepstakes. Father Gene Lay settled for admiring son Brian's first place mini trophy after he was edged out of 500 Novice brass by scrambles rider Vic Hensley. It's all in the family with Stan and Starr Kimpston – she placed second in half-mile competition with her half of the 125 Suzuki and he placed second with his half in TT action. The locals even invaded the half-mile with Joy Beck beating the boys in mini racing and Steve Davis pushing Dylan Neihart for second in 125 Expert competition. The old man in the moon gave Scott Oliver his graduation papers after he won the TT Main and took a second behind city slicker Terry Singleton on the half-mile oval.

The Powell-tuned Triumph went home to the winner's circle by habit after Lynn Richardson took the lead from Vic Hensley in lap two of the eight-lap Open Novice Main.

The guys from Taft tried to take the half-mile win from Laney. Dave Johnson got in on the act in TT action by keeping Shawn Leipold behind him and Laney. Let's see the motocrossers top that! ●

Results in Results Section.

AMC MX at OCIR

By Rex Reese

EAST IRVINE, CAL., JULY 2

Morris Malone (Hus) cleaned house again tonight as he won his second straight 250 Pro outing in as many weeks here at AMC's Friday night motocross. The first moto saw Morris get the holeshot over Gregg Barrett (Suz) and Open Pro rider Clinton Bartee (Mai) who were both hot on his tracks. In this combined 125-250-Open moto, 125 Miller Manoite Mike Raines (Suz) led the screamers to the point of running over the big boys that got in his way.

In the last moto, Barrett got a brief moment of glory over Malone, but Morris pulled by to go on for the cash. Clinton Bartee was third and first Open followed by 125ers Gregg Toyama (FMF), Raines, and Bobby Keyes (Yam), 1-2-3 respectively.

The 250 and 125 Beginners (or is it Beggars?) were run off on a split gate

start like some of the other classes, with the 125s raging one of the best battle charges since The Battle of Gettysburg. Coming out of the crowd, Mark Allen (Yam) led the charge and kept it to the end, followed by Steve Vaughan (Hon). Allen maintained in the second moto but slipped to second in the third as he was zapped by Don Morgan (Yam) who scored an updown 3-5-1 for third. Mark's own 1-1-2 assured him the first place spot while Steve was constant for second overall. •

Results in Results Section.

Rubly rips for two

By Tom Blattler

IRWINDALE, CAL., JULY 2

"White Knuckler" winner David Taylor returned to the 125 Pro wars along with his teammate Gary Denton. Tim Lunde, who has been looking remarkable the last couple of weeks, John Atwood, and Mike Bell also entered the battle.

The opening five-lapper was all Taylor and the race was actually for second between Atwood and Lunde. The two Honda-mounted racers battled back and forth with John finally able to hold off Tim at the finish.

The second moto again found Taylor in the lead with Denton second and the pack swapping positions. However, on the second lap, as he moved over the "Molly Blue" jump, Taylor's Yamaha had its front forks go away hard, and David was pitched right over the handlebars. Denton then took the lead with Lunde second followed by Atwood, Bill Fancher, and Delligatta. Bell had been challenging for third with Kelvin Frank's experimental roadracing Yamaha twin, when a rod went through the side of the case and Mike was out for the night. Taylor, who had crashed quite hard, was able to walk back to the pits with only a sprained knee.

In the final moto, Lunde needed a second to claim the overall top honors, and that's just what the veteran got. Tim laid in behind Denton, who had grabbed the lead in the first corner, and held off Bob Welch and Doug Nicol to take second in the race and first overall. Denton took second overall, third went to Atwood.

The 250 and 500 Pro divisions also had some excellent racing, but 1975 CMC Pro champion Bill Rubly took home the top prize in both classes. In the 250s, Mark Lawrence and Jeff Vidic supplied the competition for Rubly, but Bill captured the final two motos to secure the overall. Vidic was second with Lawrence, who won the first moto, third.

In the 500s, Rubly captured all three five-lappers and the overall victory with "Big" Luke Messer second and third to Val Tamietti. •

Results in Results Section.

Local speedsters lock up South Bay

By James Brammer

SAN DIEGO, CAL., JULY 10

Until now 18-year-old Larry Kosta had scored a few runnerup finishes at South Bay Speedway, but not a single attention getter win in the mains or consolations. That's over. Next week he goes against Bryan Buffington for King of the Hill.

Saturday night, Kosta won all his races except for a slip up in a handicap race that placed him in the handicap consolation. He went on to win that consolation from a 30-yard handicap after all the riders led at one time or another. He broke through to lead twice and won the Scratch Main which earned him the challenge round in a match race with Bryan Buffington for King of the

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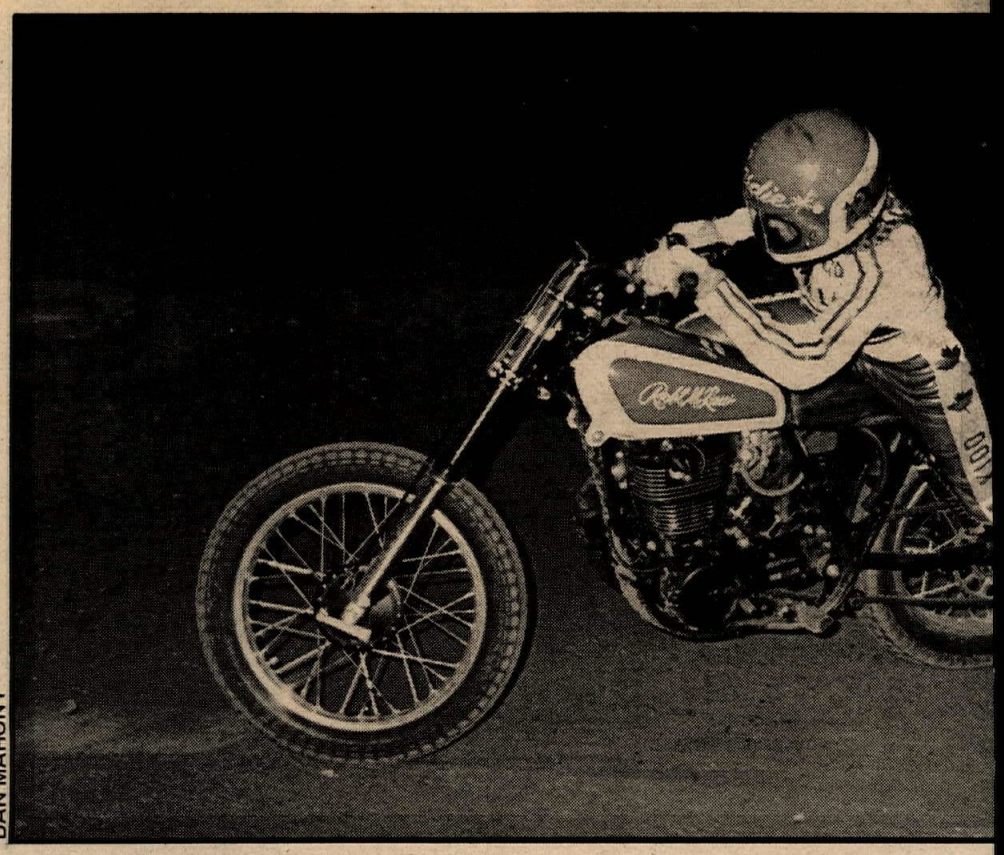


DAN MAHONY

Gordie Kidd clutched the winning ticket to ride on Corona's Short Track.,

Hill. In the first start of the Scratch Main, Kosta was on the pole going into the south turn when leaders Speedy (Joe) Spisak and Robin Hood overcooked it on the outside, both taking a spill that stopped the race. Kosta moved up again to get the lead after a restart.

Pat Guthrie took the Third Division Main lead away from Fireball Bollinger, the San Diego rider who races in a black leather tuxedo complete with bow tie, flower, and white gloves.

Louis Kossuth , certainly the number one star among the youngest, and some of the oldest fans at South Bay, dialed in on a fast groove for an easy win in the Junior Speedway contest. The race for second was left to Vic Robeldo and third place finisher Joe Donaldson. Rubeldo rides the pole in classic form while Kossuth goes higher but much faster.

Challenger Bryan Buffington held the pole position to win his match race with Kevin MacDonald for King of the Hill, but otherwise it was a bad night for Buffington. He lost a clutch cover in his handicap heat, and he was thrown out of the scratch program when the starting gate didn't get out of his way quick enough. He caught the ribbon. •

Abler tops AME Summer Series

By Ted Titmas

VALENCIA, CAL., JULY 2

AME and Helmet House have put together a series of 11 races to be carried out throughout the summer here at the Dunes. At the end of the series one lucky rider will be the winner of a new motorcycle. All riders are eligible for the bike drawing, as well as a number of other prizes, as long as he has entered at least eight of the 11 races.

This was the second race of the series and with the inspiration of that new bike all the riders seemed to be putting out a little extra. This extra push was well exhibited in the 250 Pro race. As the gate dropped on the first moto, Mark Hateley (Suz) moved into an immediate lead after a solid holeshot and Dave Haugh (Mai) followed in second. A battle for third was raging between Hal Strauss, who now held the position, and Jim Tassano, who was eagerly trying to take it from him. Determination and competitive riding allowed Tassano (Mai) to pass Strauss (Mai), a very commendable move for any rider. Hateley and Haugh were running first and second but on the fourth lap Hateley made one wrong move and Haugh was right there to inherit his lead, and won the first moto.

The second moto appeared to be an instant replay of the first as Hateley grabbed the holeshot, Haugh and Strauss followed in second and third. Strauss went down on the third lap and Tassano moved right in from fourth. Strauss re-entered the race several positions behind as Haugh and Hateley once again fought it out for the lead. It was extremely tight as Haugh attempted to overtake Hateley but, as in the first moto, he succeeded and took his lead right to the checkered flag. Haugh took the overall win leaving Hateley with second overall. By the end of the race Strauss had moved up to exhibit some fine riding and finished third overall after an exciting duel with Tassano in the very last corner.

Another spectacular race came in the 125 Junior ranks. Close to 40 riders entered in this class gave some stiff competition to first place winner Mark Abler, but his toughest competitor was Steve Allensworth who rode on his tail throughout the race. At the end of the second moto both riders were tied in points. The overall finally went to Abler (Suz) however Allensworth, who rides for Bill Boren Honda, really put in a fine performance, along with Doug Spiker who also rides for Bill Boren Honda. Spiker did poorly in the first moto, finishing seventh, but in the second moto Spiker hauled off to the win, giving him third overall. •

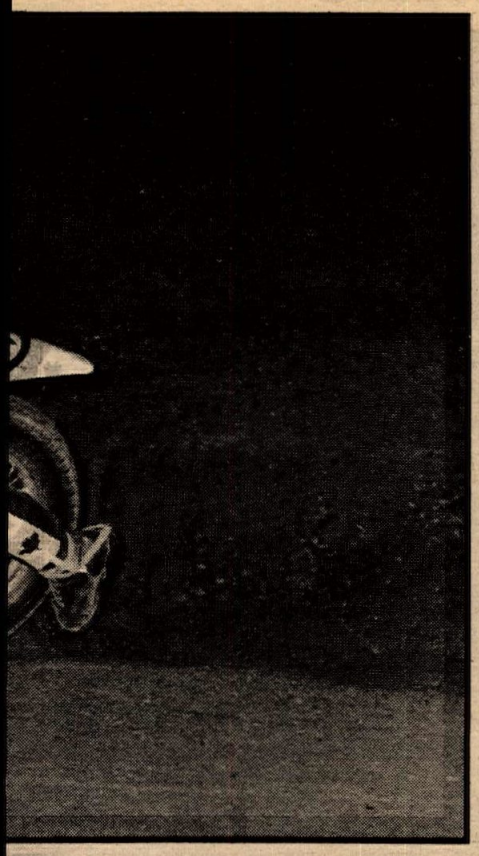
Results in Results Section.

Oh you Kidd

By Elaine Jones

CORONA, CAL., JULY 7

Gordie Kidd charged by Mike Tidwell in the Open Money Short Track, held off Dylan Neihart, and went on for the win. The only problem was, he didn't know the race was over. Gordie went down right after the checkered was thrown, but for some reason, didn't see the flag and was desperately trying to get his bike started while friends were just as desperately trying to tell him the race was over and he had won. Finally the message connected and Gordie moved off into the pits. Neihart was second and Tidwell third.



The Half Mile Money go was quite a race as a talent ladened field really went for it. Mike Tidwell got the shot off the line as Eddie San Roman settled in second and the battle for third developed between Eddie Lawson, Jim Wright and anyone else who felt like jumping in. Mike started slowing down about midpoint, San Roman's bike went completely kaput and Gordie Kidd started having problems far back in the pack. Meanwhile, Lawson had nailed down first with Mike hanging on to second over Jim Wright. Jim has to be given a lot of credit. He was injured in a street bike accident and lost part of his right big toe. The pain was very evident but in spite of it he was in there all the way.

Tidwell finished off the evening with wins in the 125 Expert Short Track and Half-Mile. Steve Polson was right in there for both but just couldn't get by the old master. The 250 Expert Short Track was also claimed by Mike, even though Dylan Niehart tried to get his name on the numero uno spot. Mike has collected a fan club of mini riders and gives the little ones a lot of attention. Very commendable for a 15 year old youngster. Dylan claimed the number one spot in the 250 Expert Half-Mile.

Chris Gables took full advantage of everyone else's problems and won both the Short Track and Half-Mile goes.

Richard Jones picked up the win in the Mini Short Track Division II. Willy Hamsen, a new face, was in for second and Mike Abbott, also a newcomer, was third.

A warm welcome was extended to some riders from Ohio by Corona racers. Mike Segedy and his son Dan had a problem. Dan, a mini rider, had left his silencer in Ohio. Mr. Garabedian jumped to the rescue with the required item and Mr. Hunter performed the necessary welding and Dan made the race.

Kirk Johnson had no troubles with his 125cc and handily won the Short Track Novice. The half-mile was a different story though, Steve Griffith put his name on the first place spot.

David De Temple won the 250 Novice class and with it a transfer to Amateur, which will make Terry Singleton and Mark Butler very happy. Terry is also getting very close to a transfer and his win over Shane Racine and Mike Segedy brought him just that much closer.

Eddie Lawson, aboard Butch Silva's Yamaha, came charging from the back of the pack to win the Open Expert Half-Mile from Don Driggs and Denny Aguirre. Mark Shelton and Dave Peters shared the Open Novice goes with Mark getting the nod on the short track with Cliff Miller, a visitor from Hawaii, in second and Keith Chrisco third. Dave held off Robert Scott and Cliff for the half-mile win. ●

What a way to celebrate a birthday!

By Lazlow

VALENCIA, CAL., JULY 4

I can see it all now. In one hundred years my great grandson will see me watching the family's laser fireworks, run over to me, jump up on my fuel injected rocking chair, and ask; "Papa, what did you do during the bicentennial to celebrate?" I'll lean over, clean out my water-cooled hearing aid, and say "I was at a motorcycle race."

With the surprisingly large Fourth of July turnout at Indian Dunes, the odds have gotta favor somebody living for another hundred years. On a day traditional for picnics, hikes, family get-togethers and long country drives, the California Racing Club ran a perfectly smooth program that gave riders and spectators just enough time to get home for the fireworks.

The mighty minis were the first to attack a revamped Shadow Glen course. Todd Brousard conquered the Beginners in a race that was closer than it looked on paper. For the Novices, Tony Barbacovi claimed his third first place trophy in two weeks while Steve Wade (Yam) out-distanced a small Expert class.

Tandy Jenkins swept the Women's Division on a 125 Elsinore, but she was helped just a little bit when, during the second moto, Pat Jones and her Maico had a disagreement. The bike won the argument and forced Pat to hang up her boots a little earlier than planned.

The big bikes then took over the track, led by the Experts. Dave Haugh, an Indian Dunes regular, took home a sizeable chunk of cash as he easily put away the Open class with two victories. He had to settle for second best in the 250 race. Hal Strauss led from wire to wire in the first moto, and took over where Haugh left off in the second to take the 250 Expert overall victory. Another consistent rider, Craig Osborne, guided his Bultaco to third overall.

The 125 race was fun if nothing else to watch. The first moto saw Dave Eropkin take his PK Honda across the line with the win. Following him (in order) were George Viens, Gary Huber, Glenn Ewing and Craig Cole. These top five lined up again for the start of their final moto except for Huber. Eropkin was still there. In the meantime Cole grabbed the holeshot with Ewing close behind. Dave finally got his Honda moving again but was faced with a small problem. How to get around those crazy, fearless Intermediates, half the Expert field, and that well meaning spectator on the track, in 12 laps. All while the peanut gallery cheers you to the point of distraction.

Up in front, Craig Cole continued to run away with the lead. Two laps later Ewing and his bike parted company and allowed George Viens to take second. If George could stay one position ahead of Eropkin, he had the win. Dave finally got past the spectator and Intermediates and was gaining on Viens when George's Yamaha decided that it had suffered enough. Eropkin motored by one disgruntled 125 Expert and finished the moto in second, taking the overall with his 1-2 finish. Cole placed second overall with Viens in third.

In the Intermediate field, Onis Montgomery, Maico and Co. grand slammed the Open class, Alan Olsen outlasted the 250s and Jim Sendlebach came from behind not once, but twice to snatch the 125 victory away from Honda-mounted Randy Gauvin. ●

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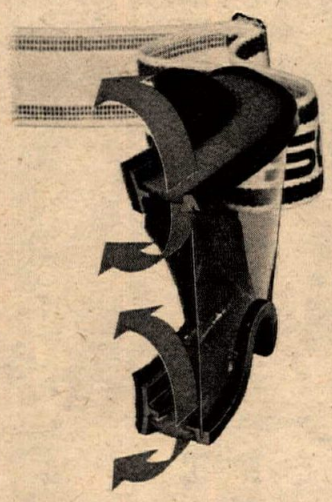

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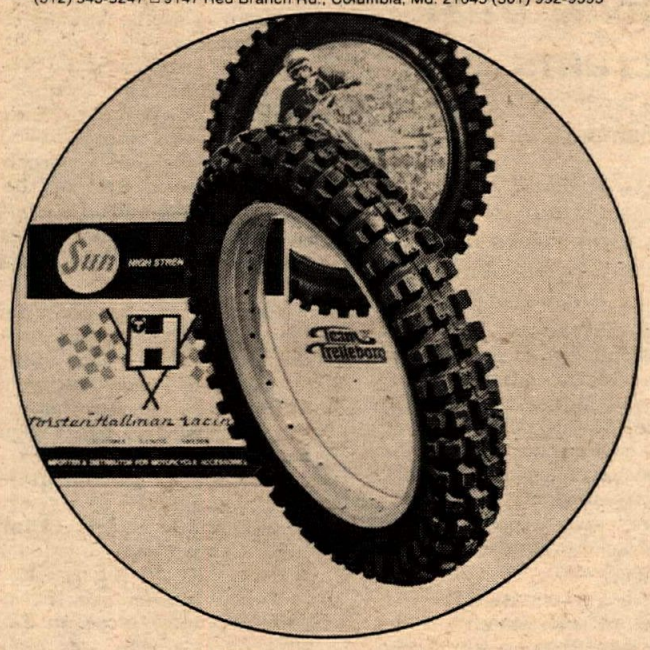

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PHOTO BY DALE BROWN

(Left) Bob Ballentine cuts loose for another DRA overall win, while battles like this (right) were raging behind him.

Mayes & Roeseler ransack Doublecrossers/ Checkpoint Dual Euro Scrams

By Judy Kinnaman

LUCERNE, CAL., JULY 18

Mitch Mayes returned to the desert again this weekend to take the victory for the Open Amateur/Expert race of both the Doublecrossers and the Checkpoint MCs. This was Mayes' first ride out of Long Beach Honda, and one of the last few desert races he'll attend this year. On the Checkpoint side, Mayes (Hus) finished the race with a two-minute lead on the second place finisher, Max Eddy (KTM). Jeff Kirk (Yam) took third. At the Doublecrossers race, Mayes won, followed by Mike Edmondson (Yam) and Jim Sumners (Yam).

In the race for 250 Amateur/Expert, there was a lot of excitement on the Doublecrossers side. Blasting around the first loop came Larry Roeseler (Hus) handlebar to handlebar with Bruce Ogilvie (H-D). As the crowd scattered, the pair sped by, dicing it out to the bitter end. Somewhere on the last half of the finish loop, Ogilvie got a hole in his manifold. Roeseler got by and pulled away to take first, Ogilvie was second and Bob Rutten (Hus) finished third. Rutten turned in a good, although painful, race considering his back was still giving him trouble from last week's injury.

At the Checkpoint MC 250 Amateur/Expert race, Roeseler gassed it again to take the win, after being clocked at an average of 13 minutes per loop. Rutten came in second followed by Brent Wallingsford (Hus). Ogilvie was nowhere in sight, evidently having some bike problems.

It was an excited Ed Rodine (Yam) who took the victory for the Amateur/Expert C bike on the Doublecrossers side, followed by Russell Jenkins (Yam) and C. Green (Yam). At the Checkpoint half of the race, Bob West flew around the course to take first on his Ossa. Mike Matlock (Yam) and Tim Harris followed to take second and third respectively.

Chuck Cartledge triumphed over the Trail bikes in both races. In the Doublecrossers' race, Darrin Kelsey (Yam) and Doug Martin (Hod) were behind him, on the Checkpoint side it was, surprisingly, Bruce Ogilvie (?) and Darrin Kelsey.

The Seniors put on quite a show at the Doublecrossers' race. "Smokebomb" Gaetz (Yam) and Dick (AK) Camp (Yam) battled it out in an exciting race to the finish. Dick Camp squeaked by to take the victory with "Smokebomb" close on his heels. The next dueling duo was George Walker (C-A) and Jack Froelich (Yam). George was ahead at the finish line, but due to an inattentive flagman, was sent out for another loop. First Open Amateur for the Senior Division was Irvin "Okie" Sinclair (Hus). Bruce Lewellyn (Yam) won the Checkpoint Senior clash, followed by Jack Froelich and "Smokebomb" Gaetz.

Trudy Beck (KTM) scored two wins in the Women's Division of both races, followed in both instances by Barbara Tieskoetter (Suz).

Chuck Carson (Yam) took the Open Novice victory in the Checkpoint's race. 250 Novice Jack Gaetz (Yam) claimed the laurels in both races, as did Paul Smith (Yam) in the C bike Novice races. Bruce Elery (Yam) also garnered two wins in his Trail bike Novice class. ●

Results in Results Section.

Balentine dominates DRA

By Dale Brown

CALIFORNIA CITY, CAL., JULY 18

While it took Bob Balentine (400 KTM) several miles to get into the lead, he spent the rest of the race well out in front to win DRA's 60-mile triple hare scrambles.

Morgan Malocco (400 Yam) led the charge to the bomb and held it for the next five miles or so. Then Cordis Brooks (360 Bul) nudged by Malocco, dusted him, and led until he broke his handlebar crossbrace while crossing a ditch. Dan Dawson (400 KTM) was in third but he slipped by to lead for about a mile, until the course came onto a fireroad and he seized. Balentine had been watching all this and when Dawson seized he passed Malocco and led the rest of the race.

Behind him on the second and third loops, several battles were taking place. One was Malocco battling a flat tire that occurred when he overshot a turn heading out for the second tour and bounced through a rockpile. After Malocco came Benny Padilla (250 Yam) who was fighting a transmission that wouldn't stay in gear. Bill Conroy (450 Vil) lost the battle against mechanical gremlins; he retired after running as high as fourth.

Tom Brooks (250 KTM) was running fifth on the first loop, moving up when Conroy retired. Phil Stumbo (250 CZ) came from eighth to challenge Tom. Starting the final loop, Stumbo got by in the pits. Brooks stayed with him for most of the third loop and then pulled up and passed him going up a hill near the finish. Their battle almost got them past Padilla and the trio finished within seconds of each other.

Balentine had already been in the finish for several minutes before Malocco arrived to take second. It was a couple of minutes after that when the Padilla-Brooks-Stumbo combination finished. Scott Pfeiffer (400 Yam) was next in, finishing first Amateur. Monte (with an "e") Lee (250 Yam) took seventh, just ahead of the first two small-bores, Lee Wilson III (175 Hus) and Tim Plant (125 DMG). Dennis Greene (250 Yam) fought off the bad luck he's had all year and finished tenth.

Tom Mattox (400 Yam) nailed down another Novice win, leading the green-bar brigade all the way. Gordon Schmid (400 Yam) took the Senior victory, while Leslie Klug (250 Hon) triumphed over a derailed chain and finished first Powder Puff.

Ken Kaiser (400 Yam) took the overall Beginner victory, ahead of Greg Branham (400 Yam) and Mike Heyler (125 Hon).

With his arm still in a sling, Ron Burpo showed up for the first time since his accident. Up and walking about, he presented Balentine with his champagne. ●

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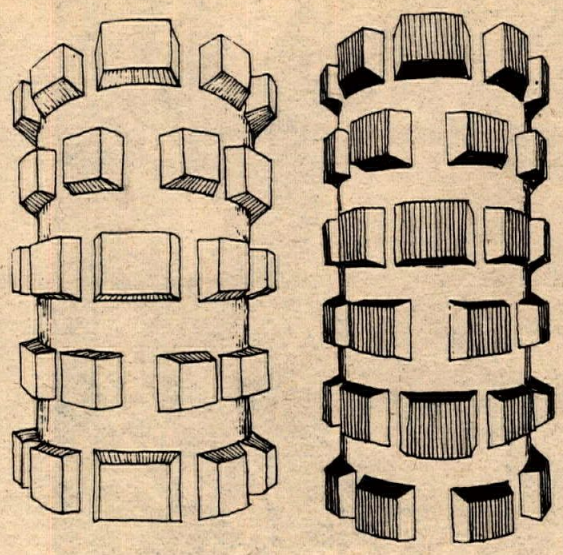

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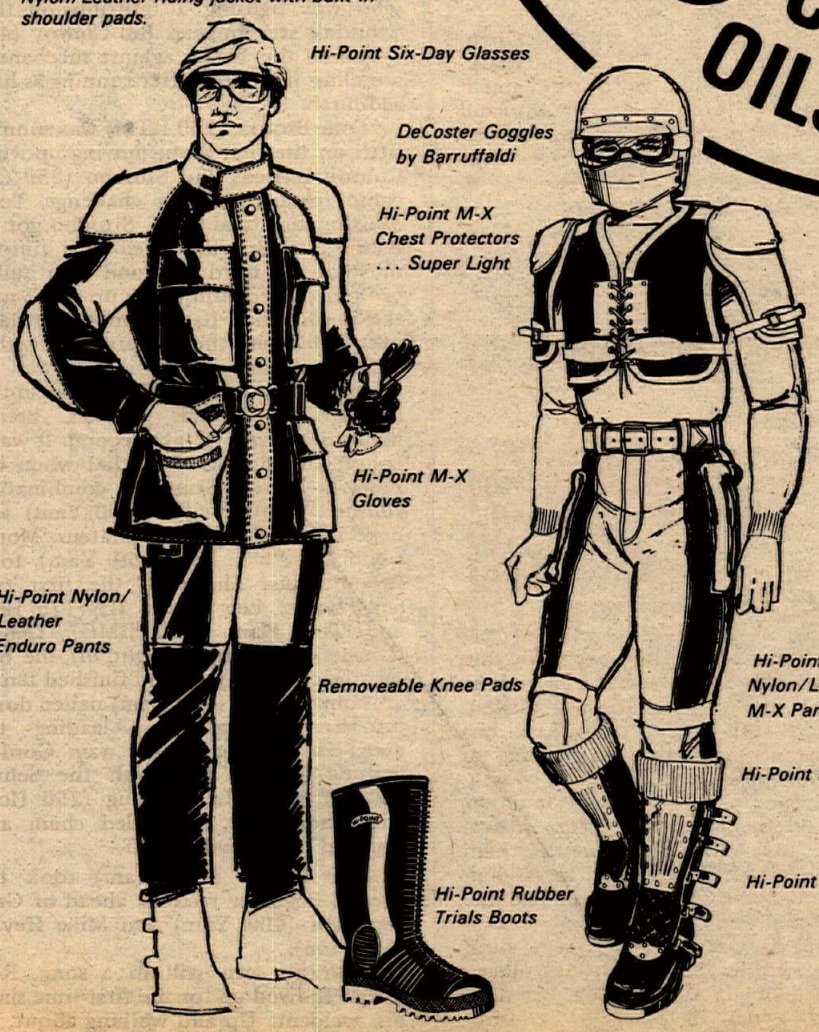

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Political lifeline

California NOISE CRUNCH

Is your new motorcycle illegal...?

By Russ Sanford

This has got to be one of the most disturbing stories of the year, but I hope that it is not too late to warn you of a bad situation. In 1971, the California Legislature had 22 separate proposals for laws governing the amount of noise a motorcycle could make. The outcome was that the Motorcycle Industry Council worked with the legislature and they jointly arrived at some noise levels that the industry felt could be met.

While some of the manufacturers made an honest effort to curb noise and bring their models into compliance with the law, others hardly tried at all and kept on manufacturing loud motorcycles. When the State tried to crack down on them by stopping sales, they placed little stickers on their motorcycles stating that the motorcycle was intended for competition use only, and not to be operated on the highways or public lands. This put them back within the law because competition was excluded from the requirement for noise controls, but it put the purchaser in a bad position.

Then, two weeks ago, the stuff hit the fan. We received word that the DMV refused to process the registration (street and 'Green Stickie') for a couple of Pentons. There was a lot of flak flying, but when the dust had cleared, this was the situation. The CHP had learned that the DMV was issuing both 'street-licenses' and 'Green Stickies' for motorcycles that did not meet the sound levels for such use (83 dB(A) for street and 86 dB(A) for 'Green Stickie'). The CHP brought this to the attention of the DMV, which in learning of its error, had intended to recall all 'Green Stickies' and 'license plates' issued to the specified models. M.O.R.E. interceded and the DMV does not now intend to recall previously issued registrations. M.O.R.E. has been very much involved in this matter as our chief concern is for the consumer (owner, rider, & enthusiast) and we can see him getting the shaft as he has bought a bike that he can't use except on an enclosed racetrack. The DMV has now gone out to the motorcycle dealers and informed them that they run the risk of losing their Dealer License if they make application for either a 'Green Stickie' or a 'street license' on these specified models. If you have purchased one of these models, you are riding an illegal motorcycle unless you are using it on an enclosed racetrack at all times.

We have just learned today of a man and his son who were riding a pair of RM Suzukis in the desert and were cited and fined $100 apiece. Statewide Sheriff's Offices and other enforcement officers have been advised to check and issue citations, both for casual riding and before, during, and after events held upon public/private land. We are also concerned that the DMV may not allow the transfer of one of these models that has already been issued a 'Green Stickie' or a street-license.

The whole thing boils down to this: the problem was initially caused by the manufacturers trying to circumvent the law; the dealers misrepresenting the motorcycles as usuable on public/private lands or upon the highways (as attested by their certification that the vehicle meets the requirements of the Vehicle Code) when they applied for the street license or 'Green Stickie'; and by buyers (in some cases) who knew that the motorcycle was going to be used for other than close-course competition and buying it anyway.

This is the complete list of all such models as of July 8, 1976:

American Jawa/CZ . . . 250, 400
Bultaco . . . Pursang 125, 200, 250, and 360 . . . Astro 250 and 360
Eagle . . . 250, 405
Harley Davidson . . . XR750, MX250, and RR250
Kawasaki . . . KX125, KX250, and KX400
Montesa . . . Cappra 125, 250, and 360
Yamaha . . . (1975 Models) . . . MX 125B, MX 400B, YZ 125B, YZ 250B, YZ 360B, TA 125B, TZ 250B, TZ 350B, TZ 750B
Yamaha . . . (1976 Models) . . . YZ 125C, TA 125C, TZ 250C, TZ 750C
Husqvarna . . . 125 CR, 360 CR, 250 CR
Malaguti . . . All models
Ossa . . . All models
Carabela . . . All models
Suzuki . . . RM 100, RM 125, RM 250, RM 370
Penton . . . All models
KTM . . . All models

NOTE: We have been advised by the CHP that there will be additional makes and models.

HAPPENINGS

National Forest briefs

Cleveland N.F., 3211 Fifth Avenue, San Diego office has copies of their Final Environmental Impact Statement (EIS) for Palomar Mountain Planning Unit. Good news here is increased ORV use opportunity.

Eldorado N.F., 100 Forni Road, Placerville, CA 95667, has issued a Draft (preliminary) EIS on Volvanoville Planning Unit which drastically cuts down on ORV use. Because it's a Draft (not Final) plan, there's still time to comment and ask for modification. But not much time. If you ride the area, obtain a copy of the plan and get your comments to them *quickly!*

Modoc N.F., P.O. Box 611, Alturas, CA 96101 has four alternative plans a-brewing, ranging from "No ORV Use" to "Leave it like it is." Ol' Russ at M.O.R.E. advises that if you write for a copy of the plan and come back with your comments, at the very least you'll get a fine map of the Modoc Nat'l. Forest for free. You can bet the posey-sniffers will be trying to get us shut out.

Forest fire restrictions: Read and heed

The Sequoia and Sierra Nat'l. Forests in California are adopting campfire and vehicle use restrictions effective July 15 until further notice, in response to critical fire danger in these areas. On the Sequoia N.F., unless authorized by contract, vehicle use will be restricted to established roads only while the danger lasts. On the Sierra N.F., north of the San Joaquin River there may be no off-road vehicle use (that means you're allowed on existing through routes only, bud) below 5,000 feet elevation. South of the river, the ban extends to the 6,000 foot level. Above these elevations, check locally to learn what existing regulations apply to off-road use.

Campfire restrictions are also severe and detailed. Check with the nearest ranger station. The fire restrictions will be lifted by public announcement when the danger is past.

Down to the wire with Knob Hill

After all Don Ivan's hard work trying to get a use permit for Knob Hill Ranch near Pescadero, CA. it's now apparent that the anti-ORV forces are going to try to pack the final hearing in much the same manner that they did the Hope Ranch meet. Russ Sanford at M.O.R.E. and the San Mateo County Motorcycle Assoc. urge all Bay Area off-roaders to show up and be prepared to *gently but firmly* state the riders' case.

The hearing is before the San Mateo County Planning Commission which will make a final determination on Knob Hill's permit.

July 28, 1:30-5:00 p.m.
County Government Center
Hall of Justice,
Board of Supervisors Chambers
Marshall St.
Redwood City, CA

M.O.R.E. Chapters on the move

Getting down to the grassroots, so Ol' Russ Sanford won't have to do it all alone, M.O.R.E. members now have several local chapters going in California. If you always wanted to "do something," but never knew where to go or who to call, check out the following list:

Orange County Chapter:
Sis Lyman at (714) 633-0100
San Gabriel Valley Chapter:
John McGuire, 1030 South Pima, West Covina, CA 91790
San Fernando Valley Chapter:
John Hey, 1173 No. Maclay Avenue, San Fernando, CA 91340 (The Rotorcycle Shop)
Santa Barbara County Chapter:
Bob Weirick at (805) 687-4454
Santa Clara County Chapter:
Charles A. Williamson at (408) 241-0278
San Diego County Chapter:
Paul Hefferlin at (714) 757-7860
Butte County Chapter:
Gerry de Roco at F. & R. Cycles in Oroville
Sacramento County Chapter:
Ron Jojo at (916) 967-1434

Want to start a chapter in your own area? Get in touch with M.O.R.E. at 1129 – 11th St., Sacramento, CA 95814 (916) 444-6680.

Diamonds are forever – or, "Once more into the pool, dear friends"

M.O.R.E. has spent considerable time trying to get CalTrans to accept the idea that motorcycles, because they save energy, should get free toll-bridge crossing and access to carpool lanes or Diamond Lanes. Apparently the lower echelon staff thinks it's a great idea, but the Brown-appointed Director of California's DOT reportedly hates motorcycles in general. Situation stalemate.

So now Russ suggests that since Governor Brown has always promised to be "responsive to the people," and since the Democratic Convention is finally over, we should all write our Governor (since he'll soon be home again) and ask him to tell his appointee to park her prejudices in the executive cloakroom – or somewhere. Address to write: The Honorable Edmund G. Brown, Jr., Office of the Governor, State Capitol Bldg., Sacramento, CA 95814.

political poop

Hope this isn't true, but there's been talk around San Jose of a dog racing promoter approaching the Santa Clara County Fair Assoc. about a seasonal program at the fairgrounds track. Trouble is, if approved, such a program would axe all motorcycle racing there – Speedway, Nationals, everything. If you'd like to put a word in, the Fair Association's address is 344 Tully Rd., San Jose, CA. 95112.

AMA's Bob Rasor got loose from Westerville long enough to give the Feds both barrels at a DOT hearing in Chicago July 9. He scored existing Federal standards for not having any provision for motorcycle safety education, for inadequate means of testing motorcycle operators, and for inadequate helmet testing.

You, too can tell the Feds what you think about highway safety. Honest, if you're a knowledgeable, responsible rider with a suggestion on how to save lives and/or hides, write it down and send it to: Docket Section 76-2, NHTSA Room 5108, 400 Seventh St. SW, Washington, D.C. 20590.

The public is invited to a California State BLM Advisory Board meeting July 29-30 at the Mansion Inn, Sacramento, Calif., 8:30 a.m. till whenever. ORV management will be on the agenda.

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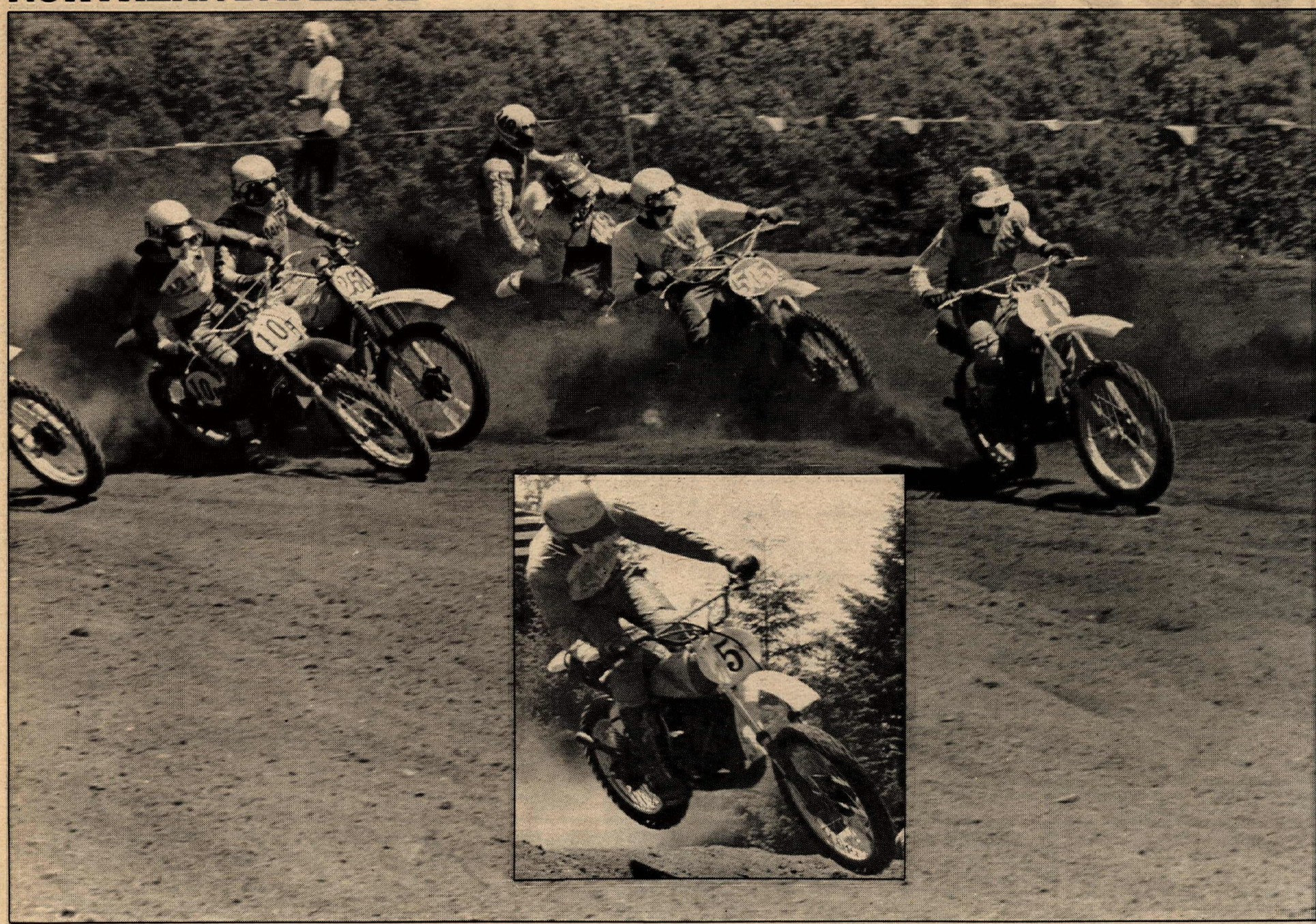


Just like ol' times: Gregson (1), Burgett (261), Newman (505) and Sun (somewhere) in Open Pro scratch at Washougal. (Inset) Kevin Jansen off Washougal's swoopy jump.

Gassin' and passin' at Mt. View: Ron Lutman wheel-high and Kip Templeton (249).

PHOTOS BY JAN NEWMAN

Pomeroy wins (Phil, that is)

By Jan Newman

SANDY, ORE., JULY 4

An all night drizzle left Mt. View Cycle Park a little skittery for the first motos but traction was perfect by round two.

Familiar faces were at the front of the Mini and 100 classes. David Cooper (Yam) was first Mini again and Mike McCormick (Yam) was all alone in front of the 100s. Mike ran into trouble in the 125 Intermediate though. Dale Olson (Yam) led all three motos but was seldom more than a missed shift away from McCormick and Johnny Bratten. Mike was in second in the first race when he landed too hard off a jump and took a sizeable bite through his tongue.

Ron Lutman (Hon) continued to dominate the 125 Juniors. Bill Kent (Yam) rode to second in the first moto before his bike problems began and he was out of it. Mike Chaney (Hon) finished second overall with a 3-2-5 record. Scott Greene (Hon) finally got it together in the third moto to lead wire to wire and earn third overall.

Ben Willis (Bul) led the 250 Juniors until he missed a gear halfway through and Phil Pomeroy (Yam) slid by. Soon after, the Bul blew a gasket and Ben became a spectator. Terry Blaske (Hon) won the second moto but encountered mechanical problems in the third. Pomeroy took top brass.

Mark Ruple (Suz) led all the Open Juniors. The scramble behind found Terry Blaske (Hon) in second and Mike Hickman (Yam) barely edging out Mark Kraft (Suz).

Burgett's back and Gregson beat him

By Jan Newman

WASHOUGAL, WASH., JUNE 27

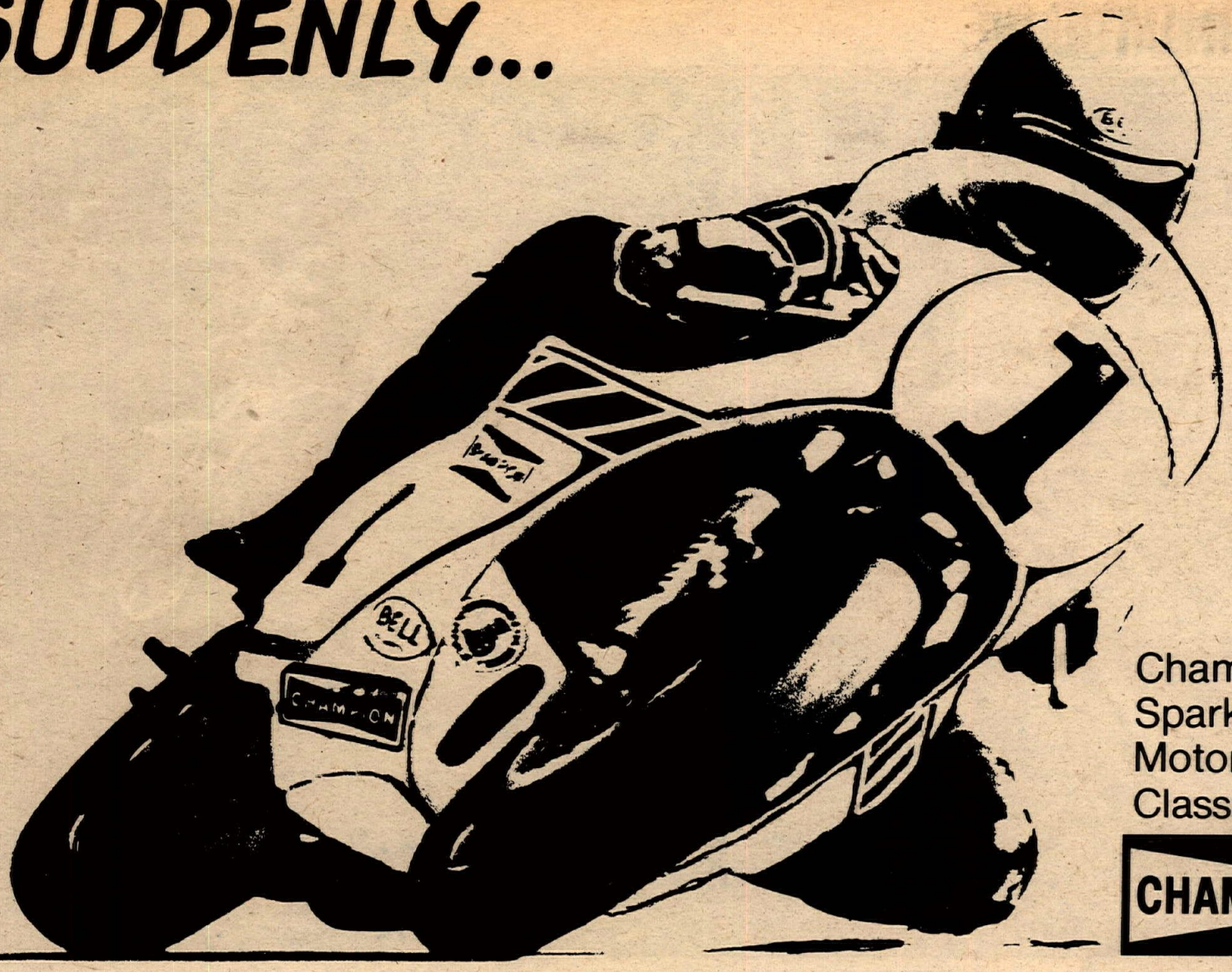
Heavy clouds of dust no doubt had a bearing on the outcome of some of the contests today. The first two or three riders were the only ones who could see where they were going. Only those whose motos lasted long enough for the traffic and dust to thin out stood a chance of coming from behind.

The luck of the cut cost us the pleasure of some real competition in the 125 Intermediate. The class was split in the middle just as they were signed in. Jace Craun (Hon) and Tim Michlitsch (Hon) each led their respective divisions by a huge and lonely margin. There was competition behind them, though. Harry King (Suz) put a fourth and a second together to finish second behind Jace. Tony Buyas (Suz) and Rowdy Blasdell (Yam) took turns following Tim in but each had a DNF also. Louie Cornelius (Yam) was second overall with a 5-3 record.

Paul Wellman (Hus) escaped a 10-bike pile up to win the first 250 Junior moto. He went down in the second moto but recovered to finish second behind Harvey Visser (Suz).

Bill Holtman led all the way in the first Open Junior race and looked like

SUDDENLY...



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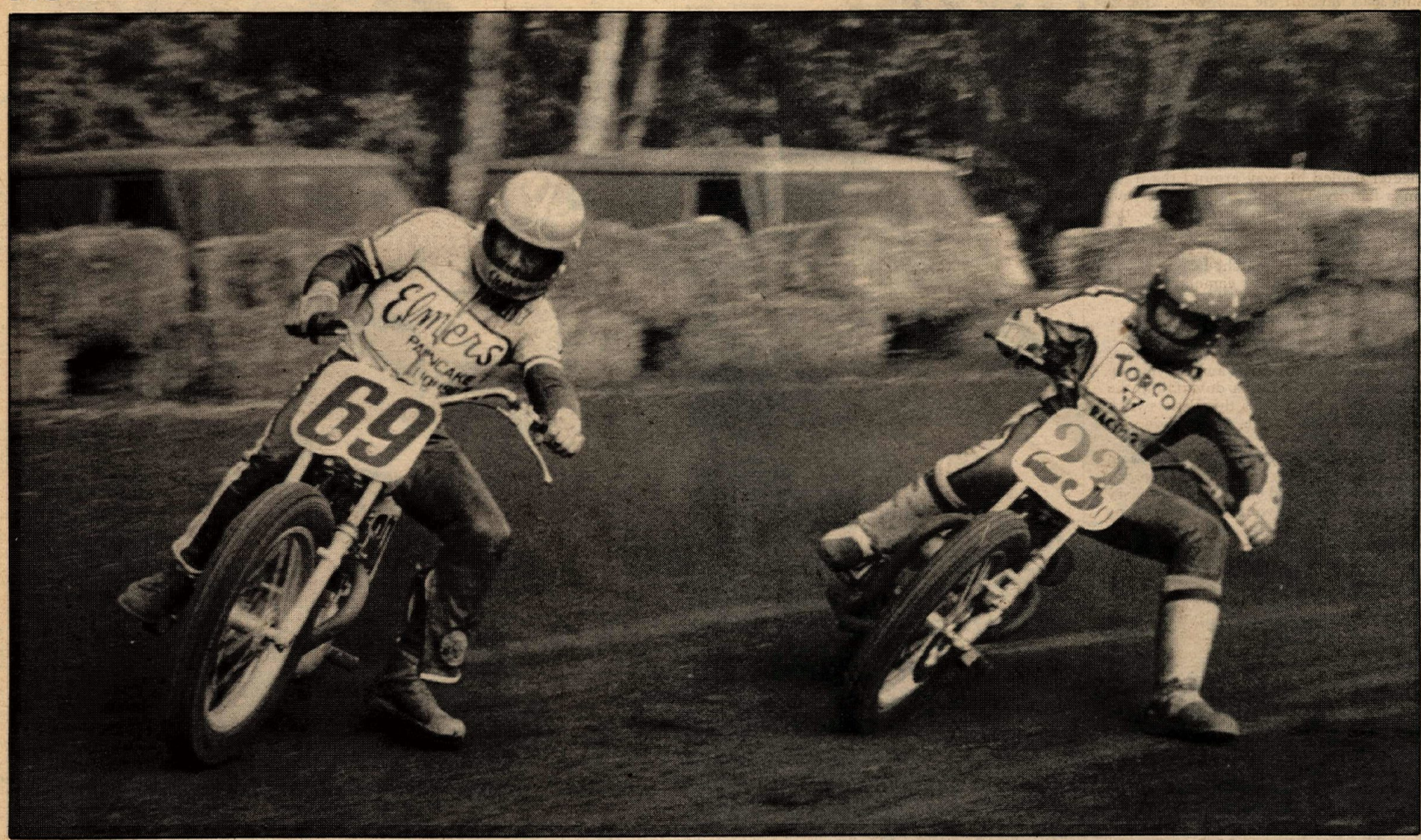

At Benton Lane, Experts Sonny Burres (69) and Jack Heeter (23) fly their big-bores on an almost-short track.

Junior Ted Davidson (56) and Novice Craig Scroggins before Roseburg's Pro half-mile.

PHOTOS BY LYNNE DILTZ

he had it in the bag for the second race when his Rokon ran out of pull on the uphill. Bill Naylor (Yam) pulled out a first overall with a 4-2. Naylor also was first Old Timer.

The local Pros weren't very hospitable to our returning hero. Yamaha's Rick "Northwind" Burgett was back for a few local races and Mark Gregson (Kaw) blew him away in both the 125 and 250 classes. The second 125 moto started with complete chaos in the first turn. Brian Hall (Suz) hooked bars with a competitor and went down in the center of the pack. There followed a chain reaction in every direction. Gregson came out in front and stayed there. Rick had to make up from a 12th place start to nab second. Ron Sun (Yam) and Kevin Jansen (Hon) were in a battle for fourth. Kevin had just passed Ron when he got sideways a bit and both went down. Kevin leaped up and got his bike off the track and ran back to assure himself that Ron was alright before resuming the race.

Burgett was in full command of the Open class, as Gregson's bike gave up in the first moto. Chuck Sun (Hus), also back from the Nationals, had recurring chain problems in this race. In the final moto it was just like the "good old days" with Burgett and Sun out front. Barney Newman (Hus) followed them with a firm hold on second overall until the final lap when a flat tire slowed him to a fifth and Rod Kentner (Yam) moved up to finish third for second money. ●

Pro Half-Mile in Oregon

By Lynne Diltz

ROSEBURG, ORE., JULY 3

Rain again threatened, and as sprinkles came down, the three Expert heats were let out first. The program then changed to the Novice heats and the rest of the evening left everyone wondering what was coming next.

Sixteen year old Randy Mamola from Santa Clara, California put more points on his record winning a heat, TD points and a clean sweep in the Novice Main.

Twelve Experts made the stands vibrate as they left the line for a 15 lap event. Charlie Brown, Sonny Burres and Ed Herrman led the pack. Burres had the lead for eight laps but couldn't hold off Brown, who gets along quite well on the half-mile. Herman was forced to fourth by Randy Scott who broke free of the pack after two laps and moved up rapidly.

Modesto, California Junior Ted Davidson closed fast lap time of 22.16 and picked up a few extra bucks to go along with his TD win and Main. ●

Results in Results Section.

Bicentennial blast at Benton Lane Park

By Lynne Diltz

JUNCTION CITY, ORE., JULY 4

Darwin Loesch started off the first event with a complete wipe-out that also downed Greg Grover and brought Darwin's mother charging down from her place in the tower. After a brief pause, Loesch was back on his bike and went on to a heat win, a TD win, and an A Main win. Not to be outdone was brother Brian. As a Mini Expert, he took home a TD win, as well as the Main.

A young man coming on fast is Terry Phillips from Coquille. He left a second row start and came out of turn two in first place of the 125 heats and won the TD by finishing ahead of Steve Lorraine and John Wincewicz. The Main was a close, crowded match with riders literally bouncing off the retaining walls and positions changing so fast it drove the spectators crazy. Phillips maintained a

slim lead most of the race, went wide in turn one-two and John Wincewicz was waiting for just that sort of move. He shot to first and Steve Copley held the inside of turn four and charged across the finish line less than a foot ahead of Phillips.

Five and two — that was the number of heats for the two Pro classes. It was a star-studded line-up after $800. Jack Heeter hauled his way around the track on a factory Triumph short-tracker but found the ground in turn one of the Main. Larry LeGarra and Sonny Burres met three times; Burres downed LeGarra in a heat match, LeGarra won TD honors and Burres came away with top money in the Main.

Billy Oliver, complete with tiny American flags flying from his helmet, won his heat race with Gary Davis coming out of the pack and moving up fast. Oliver was his own downfall in the 400 Pro TD — there's this little switch on the side of the bike, and he forgot to turn it to *on*.

The last half of that 750 Pro Main saw Sonny Burres in the number one spot being crowded continually by Gary Davis. Davis was worried about being run back to third by a charging Billy Oliver. All three riders were a whisper apart when they crossed the line for the checkered flag. ●

Results in Results Section.

Hubbard wins Cycleland Semi Pro Series

By Patty Piston

CHICO, CAL., JUNE 26

Jim Hubbard, of Chico, walked away with the top money in the Semi Pro Series. The battle was hard fought throughout the full ten weeks including the final race of the series.

On the first lap Ray Hubbard and Cliff Hylton fell in the first turn while Bob Grant and Ken Gray went down on the back straight. Chris Sauer got the holeshot on the restart. It was a battle to the finish as Dick Turner, Cliff Hylton, Steve Dietz, and Jim Hubbard were all in there fighting for the lead. Sauer held on and led the way past the checkered flag.

The winners were paid off with uncirculated $2 bills. Due to special donations, 11th place finisher Shane Scott and Mike Freeman who finished 15th also received cash for their efforts.

Under constant pressure from second place rider Dan Benson for the full eight laps in the 125cc Junior event was Pete Upton. Upton hung on and won by half a bike length.

Lester Norton appeared to have the 360cc Junior race in the bag but he was forced to pull out in the seventh lap. This put Monty Heath in the lead with Dick Hiatt finishing a not too distant second.

Recently turned Expert Danny Fowler won the 200cc Handicap. Picking off one at a time, Fowler succeeded in taking over the lead on the white flag lap. Second and third went to Juniors Doug Reiswig and Tom Gutzman. ●

Results in Results Section.

Speedway central

HANFORD, CAL., JULY 2

At Hanford's July 4th weekend speedway meeting and "Fox Hunt," the fans had a ball selecting contestants for a wet Tee Shirt contest with the riders passing final judgement on the winner and two runners up. The contest was great fun and the riders went into the rest of the program knowing that three of the lovelies would be presenting trophies.

At Oklahoma National

Hank Scott Charged Back Into Winner's Circle

From the winner's circle at the Oklahoma AMA National, Hank and the Shell Thuet prepared 750 Yamahas moved on to Louisville, Kentucky. Overcoming a bad start, Hank came from the back to finish a fast closing third. The following day he won the Kentucky Motorcycle Derby at Louisville Downs and broke the 25 second barrier with a fantastic 23.934 lap. Hank's Yamaha also broke a 10 year hold on this track by Harley-Davidson.

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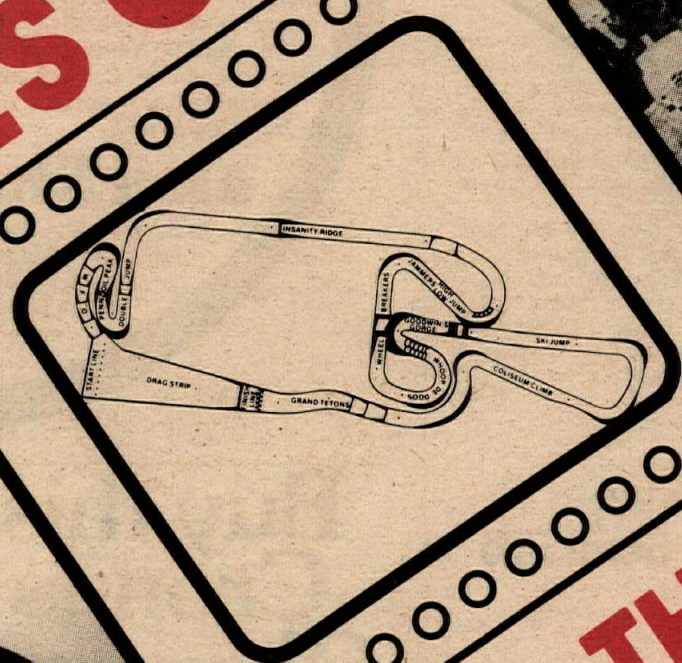

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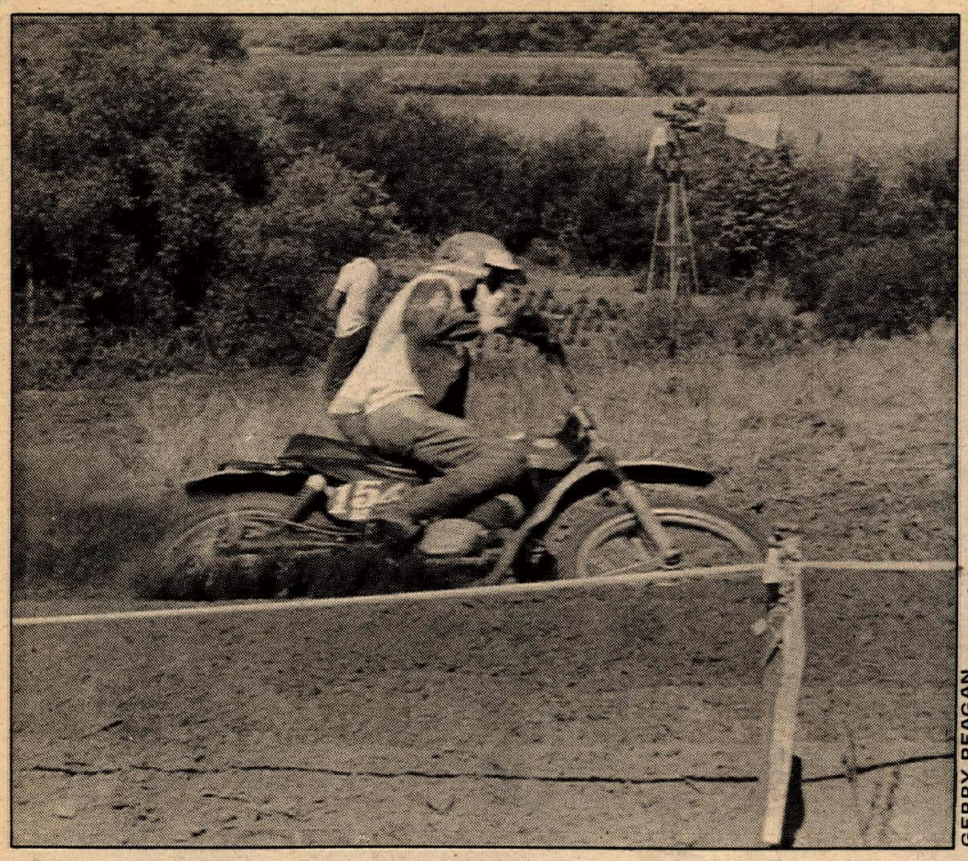
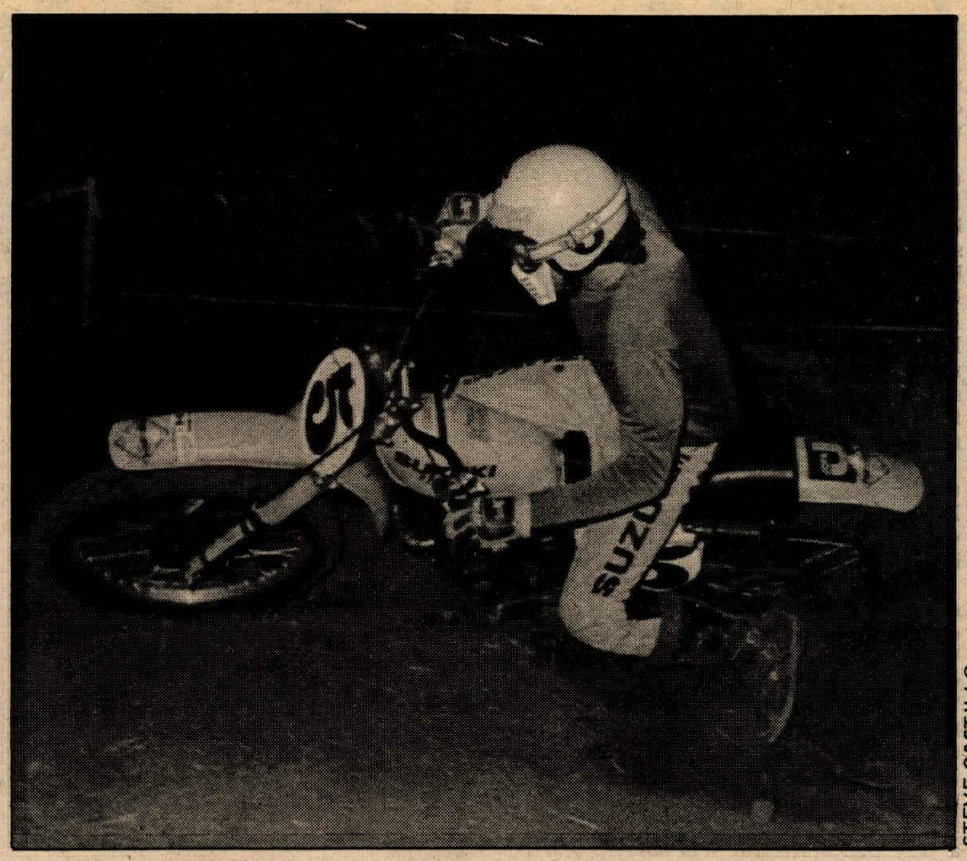


GERRY REAGAN

Ridgerunners' Open Amateur winner Phil Oveland on the bubble.



STEVE CASTILLO

Bill Grossi destroys a Fremont berm.

Phil Crane leads Bill Johnson in their tight second moto.

STEVE CASTILLO

The trophy went to Jack Martin for the Handicap Main. (Jack had a clean sweep going for him to this point.) Larry Chase survived the challenger main for his first Hanford trophy appearance and Lois Lindwall did a double lip lock for leading his team to victory in the team series.

The team racing is being very well accepted by the Hanford fans. At the end of two rounds the scoring was all tied up with six points for the So. Cal Smokers and six points for the Taft Tornadoes. In the runoff heat we saw some genuine team strategy as Louis Lindwall moved up front for the Smokers and Tom Morley kept Russ Smith at bay. Salyers got a second to score two points for the Tornadoes but it wasn't good enough – the Smokers took it 10 to 8.

The Scratch Main was dyn-o-mite! Jack Martin needed it to finish his clean sweep. But Salyers, Ferris, and Lindwall didn't care about that. Ferris got the holeshot, but from that point it was difficult to tell who was where. Finally Martin and Salyers became the contenders as Lindwall slipped back a length. Ferris had a couple of heart stoppers as Martin began to really put the pressure on, but Tom kept his cool and Jack never got by. ●

Results in Results Section.

Bast comes back

By W. H. Spencer

SAN JOSE, CAL., JULY 3

Despite the many physical problems besetting Steve Bast, and the fact that it was only his third start of the year, the two time National champ downed three top Northern California Scratchers in an excellent Scratch Main. Bast had his share of bike problems throughout the night and missed the Handicap Main because of them, but still managed to win his heat off the 50 yard line.

In a special match race with Nor Cal No. 1 Rich MacMurray, the two did a real wheel-to-wheel thriller with Rollin' Rich taking the win by a come from behind pass.

The Handicap Main was a thriller too, with MacMurray on the 50, Dennis Robinson, Mike Faria and Mike Rooney on the 40, Duane Yarrow on the 30 and Cliff Ball on the 10. The track was at its best with a fine cushion and very fast.

Ball led every lap for the win but it was hot, with Yarrow riding a close second and Robinson getting by Faria for third on the first lap. Choo Choo went right to work on Yarrow who was cooking the rear tire with good sideways movement that kept Robinson in tow for two laps. On the fourth round Denny went under going into turn three. Yarrow got too sideways and went out with too much wheel spin causing the fast closing Robinson to elininate both. The two were just inches behind Ball, who then had it easy as MacMurray had to go wide to avoid taking Robinson to the fence and also causing Rooney to take drastic lines.

Mike Denny cleaned Division II clocks, while Rick Delacy continues to improve his style taking second over Jeff Colard and Dan Jensen.

As for the Speedway North week, Cal-Expo was a cancel when the race track turned into a mud-o-cross. AMA ref Fred Spencer wisely called the meet off due to safety.

Tuesday nights at Reno are well under way and hopefully, the old 182 Cessna will make it over the top one of these weekday nights. ●

Results in Results Section.

Fremont MX

By Steve Castillo

FREMONT, CAL., JULY 1

Bill Grossi (Suz) decided to come down from his Santa Cruz home and check out this new thing at Fremont Raceway called "moto-cross darkness." Grossi along with over 300 other riders really got off on the track which was prepared well once again. However, one of the main generators supplying power to one side of the track blew its guts out, thus eliminating one side of the track almost completely. Tim Meyer rerouted the course and all was right once again.

Glenn Jennings (Hon) blasted away from the rubberband in the first 125 Pro moto with Dan Geery and Bill Grossi (both on Suzukis) not far behind. Grossi had his work cut out for him trying to get by Dan Geery. Several times Billy would line up Geery for a passing attempt only to have the door shut on him. Grossi finally dove hard under Geery in a dark turn. After that it was full steam ahead after Jennings. Bill got by Jennings with relative ease. Meanwhile back in the pack Paul Turner also on a Suzuki was having it out with Mike Preston (Suz) for fifth place. Dan Geery beat out Neal Snarr for third.

Round two found Grossi out front with Kent Classen (Hon) – who had finished ninth earlier – now running second. Grossi held his lead until the finish with Classen following him in and Neal Snarr third.

Bill Johnson (YZM) got the holeshot in the first round of the 250 Pros. Following Johnson was Bill Grossi who was having a hard time getting by the Yamaha rider from Hayward. Grossi persevered and it paid off on the next to the last lap, as Bill swooped by Johnson after battling briefly with Phil Crane (Suz) and Ken Sisler (Mai).

Moto two things didn't go so well for our friend Grossi as he pulled off the line in a rather mediocre position. As he raced to get past the riders ahead of him Bill went down in the big sweeper and several more riders got by.

Phil Crane who had finished third in the first moto was now running first with Bill Johnson quite aways back in second. By the time Grossi was able to get going again he could only manage a sixth at the flag. Overall Crane won again, the second time in two weeks for Phil. ●

Results in Results Section.

Ridgerunners $1200 series

By Gerry Reagan

WATSONVILLE, CAL., JULY 11

The track was set up to be run in reverse direction as the Ridgerunners began the third of their

five race series. The track was in superb condition at the beginning of the day and practice was reorganized to give the riders more time.

Ron Self (M-V) got the holeshot in the first big-bore Expert moto, but Pat Richter (KTM) soon moved into the lead. Darrell Shultz (Bul) rode to a strong second while Self dropped way back, apparently suffering bike trouble. In the second moto it was again Pat Richter running away while Charlie Halcomb, who had finished fourth in the first moto, rode his new, factory sponsored Husky to a second. Shultz followed Halcomb around for the last three laps to finish third.

Ron Powers rode his trick 250 Suzuki to a clean sweep in the Division One Novice event while Jerry Heiberger (Suz) had to fight off Dave Czech (Suz) in both motos to finish second overall.

Rick Lytle (Suz) led the entire first moto of the 250 Novice Division Two clash but with only two laps to go, Ted Westover (Bul) shot by to win. Ted had worked his way up from fifth place. When he came out for the second moto he jumped right to the front. Dick Goldsmith (Yam), who had finished third in the first moto, wasn't going to let Westover get away and pressured him heavily throughout the moto. Lytle got a very bad start and was able to work his way up to fourth by the end of the moto.

Tom Denton (Yam) and Rich Voss (Bul) shared moto wins in the 250 Amateur race with Denton taking the overall. Voss had to work hard to get his third and first place finishes, suffering from bad starts in both motos and fighting his way through the pack.

It was Pat Richter (KTM) again in the 250 Expert class, moto one, with Danny Chandler (KTM) second. In the second moto it was Chandler with the holeshot and Richter right behind him, but Richter bobbled a turn and was passed by Brian Jodry (Suz). It took Richter only one lap to get Jodry back but the mistake had allowed Chandler to build up a good healthy lead. Meanwhile Darrell Schultz was moving up to challenge Jodry for third. Jodry was able to maintain until the closing laps when Schultz (Bul) got by. Richter closed some on Chandler but never got within striking distance.

Mike Shalow (Yam) took the first moto of the 125 Amateurs without too much trouble but in the second moto he started way back and had to fight to end up third. It was well worth the fight, as he took a first overall.

The 125 Expert second moto was probably the best race of the day. Jim Lesniewski (Hus) took the first moto with Jeff Watts easing to second on his Husky. In the second moto, it was Mike Preston (Suz) who got the holeshot with Mike Marquez (Hus) right behind. Preston began to build a slight margin over Marquez while Watts started to move up from third. Watts got by Marquez and started after Preston, catching up to him on the fifth lap. Watts tried to pass going into a turn but grabbed a little too much throttle and dropped his bike. Lesniewski began to pour on the coal and was soon right on Marquez's tail with only a lap to go. Preston looked back going around the last turn, saw Marquez holding Lesniewski off and thought he had the overall win sewed up. It wasn't to be, as on the last turn Lesniewski outmaneuvered Marquez and got past to take second in the moto and first overall. Preston's 3-1 was good for a second overall.

There were 348 riders including 55 Experts and Pat Richter strengthened his lead in the race for the $1200. As of now the series standings are as follows: 1. Pat Richter, 2. Jim Lesniewski, 3. Dan Chandler, 4. Jeff Watts, 5. Dennis Brand, 6. Mike Marquez, 7. Darrell Shultz, 8. Charlie Halcomb, 9. Mike Preston, 10. Kelly Hardman, 11. Ron Self, 12. Ken Guilbert.

The $1200 is to be split among the top Expert riders, regardless of what class they ride. ●

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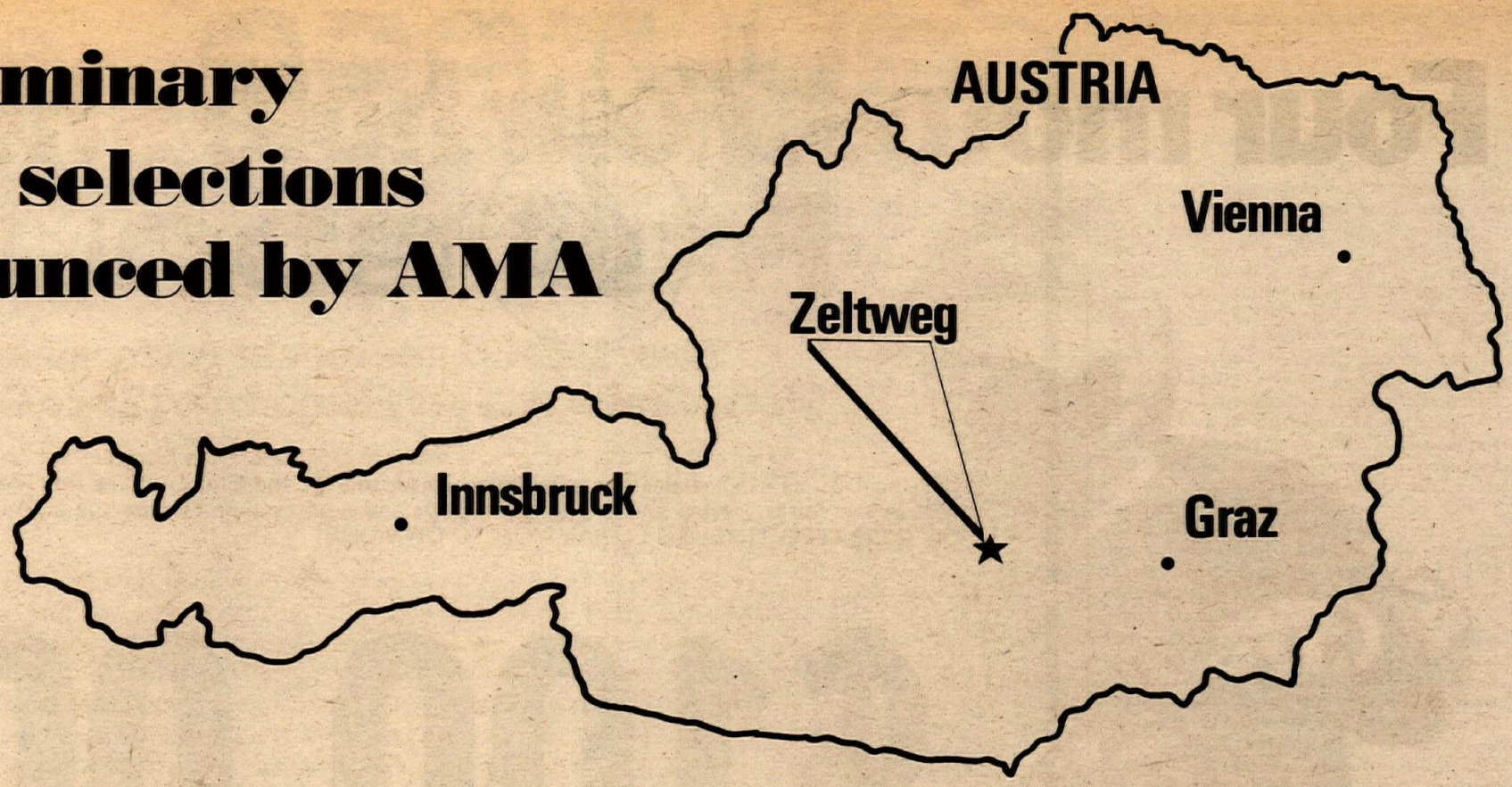
Preliminary ISDT selections announced by AMA



WESTERVILLE, OH., JULY 12

Preliminary team selection for America's entry in the 51st International Six Days Trial has been completed by the American Motorcycle Association following a meeting of AMA officials, manufacturer representatives and other interested parties.

The list released includes 35 riders and five alternates for the prestigious ISDT, scheduled for September 20-25 near Zeltweg, Austria. Al Eames, AMA competition development manager, also announced that the AMA has requested two more starting positions from the Austrian organizers of the event. Americans have already been guaranteed 35 starting spots.

Although no official World Trophy, Silver Vase, Manufacturer or Club team rosters have been announced, Penton Imports has requested and will be granted the U.S. Silver Vase effort. This marks the first time since 1970 that the American World Trophy team will not be Penton-mounted.

"Since Penton has elected to go with a Silver Vase effort, we now have the possibility of a mixed U.S. Trophy Team representing as many as five or even six manufacturers," Eames commented. "Final announcement of team assignments within the American contingent won't be made until we have spoken to the riders and until the Austrian federation rules on our request for two additional starting slots."

Selection of U.S. riders was made based upon performances in the recently-completed U.S. Two-Day Trial Championship Series, with previous ISDT performances and manufacturer preference also taken into consideration.

"It should be an interesting year," Eames said, "since our team will be a blend of established ISDT riders and rookies. As always, the behind-the-scene jobs of team management and support will be critical to our success."

A total of 10 rookies are included in the 35-man roster, which also shows 11 riders who have earned one or more gold medals in ISDT competition.

The ISDT is a six-day test of man and machine over some 200 miles of trails and roads each day. In recent years, increasing significance has been given to "special tests" which include acceleration tests and cross-country races against the clock.

The premier award of the trial is the World Trophy, given to the highest-placed six-man Trophy Team. Each nation may enter one team in World Trophy competition. Next in prestige and significance is the Silver Vase awarded the heat four-man Vase team. Again, each nation is limited to one entry in this category.

Finally, there is team competition for three-man manufacturer and club teams. Riders who are assigned to a manufacturer team may also be listed on their country's World Trophy team and the American World Trophy Team will definitely include riders on a variety of machinery.

Although team competition is an integral part of any ISDT, the 300 atheletes who start the six-day trek on September 20 will also be competing for individual gold, silver, and bronze medals. Malcolm Smith, winner of seven ISDT gold medals, leads all Americans in this category. Five other riders selected to ride in Austria -- Carl Cranke, Lars Larsson, Dane Leimbach, Jack Penton, and Billy Uhl have won four ISDT gold medals each.

Also returning will be two youngsters who registered gold medal performances last fall on the Isle of Man in their first ISDT outings, Rod Bush and Gary Younkins.

Following are the riders selected for the 1976 U.S. ISDT team.

1976 U.S. INTERNATIONAL SIX DAYS TRIAL TEAM

Name, hometown	Machine	Previous ISDT Performances Gold	Silver	Bronze	DNF
Dave Ashley, Wadesville, Ind.	Yamaha	0	0	0	1
Charlie Bethards, Auburn, Wash.	Bultaco	0	0	0	1
Ben Bower, Mt. View, Calif.	Bultaco	1	0	0	1
Dick Burleson, Antioch, Tenn.	Husqvarna	2	1	1	1
Rod Bush, Parkersburg, W. Va.	Penton	1	0	0	0
Chris Carter, Menlo Park, Calif.	Yamaha	0	0	1	0
Don Cichocki, Bethpage, N.Y.	Penton	0	0	0	0
Carl Cranke, Sacramento, Calif.	Penton	4	0	0	0
Don Cutler, Putnam, Conn.	Penton	0	3	1	2
Gary Edmond, Canterbury, Conn.	Rokon	0	0	1	0
John Fero, Crawford, Neb.	Yamaha	0	0	0	0
Frank Gallo, Lisbon, Ohio	Penton	0	0	0	0
Bill Geier, Metuchen, N.J.	Penton	0	0	0	0
Jeff Gerber, Lorain, Ohio	Penton	0	0	0	1
Mike Hannon, Silverado, Calif.	Bultaco	0	0	0	0
Jeff Hill, Macon, Ga.	Penton	0	0	0	0
Jim Hollander, Hamden, Conn.	Rokon	0	1	1	1
Dave Hulse, Ft. Edward, N.Y.	Ossa	0	0	1	0
Lars Larson, San Diego, Calif.	KTM	4	0	1	2
Ron Lamastus, Morgantown, Ind.	Ossa	0	1	2	0
Kevin Lavoie, Chepachet, R.I.	Penton	0	1	0	0
Earl Law, Chepachet, R.I.	Ossa	0	0	0	0
Dane Leimbach, Lorain, Ohio	Penton	4	0	1	0
Ken Maahs, McMinnville, Ore.	Husqvarna	0	0	1	2
Jack Penton, Lorain, Ohio	Penton	4	1	1	0
Tom Penton, Lorain, Ohio	Penton	3	2	0	1
Mike Rosso, McKeesport, Pa.	Hercules	0	0	0	0
Jim Simmons, Farmington, Mo.	Rokon	0	0	1	1
Drew Smith, Stanhope, N.J.	Hercules	0	0	1	0
Malcolm Smith, Riverside, Calif.	Husqvarna	7	1	0	0
Larry Thompson, Los Altos, Calif	KTM	0	0	0	0
Rick Weathersbee, Sumter, S.C.	Penton	0	0	0	0
Billy Uhl, Boise, Idaho	Hercules	4	0	1	1
Denny Vandecar, Okemos, Mich.	Penton	0	0	0	1
Gary Younkins, Hubbard, Ohio	Penton	1	0	0	0
	TOTALS	35	11	15	16
Alternates					
1. Eric Jensen, Los Angeles, Calif.	Penton	0	1	1	1
2. Stan Rubottom, Esther, Mo.	Yamaha	0	0	0	1
3. Harry Heilemann, E. Quoque, N.Y.	Penton	0	0	0	0
4. Ron Bishop, Escondido, Calif.	Rokon	0	0	0	2
5. Fred Bellman, Oakland, Calif.	Penton	0	0	0	0

Four motos. Four hole shots. Four firsts.

Over 15,000 see repeat performance of Marty Smith and his Elsinore at 125cc Grand Prix.

As if his earth-shattering demolition of the world's top 125 riders at last year's Mid-Ohio USGP wasn't enough, Marty Smith and his factory RC-125 Honda Elsinore™ went out and did it again this year. The dynamic duo absolutely amazed the cheering crowd of over 15,000 Mid-Ohio fans.

In each 40-minute moto, Marty's game plan was simple and he executed it to perfection. After establishing himself as the man to beat—by grabbing both hole shots—Marty was content to temporarily give up the lead position after a few laps. Then he set into a relentless pressuring situation. Trying to wear his competitors out, Marty forced the race to a blistering pace, driving inside, blasting around the outside and soaring off the track's 15 different jumps. At about the two-thirds point in each moto, Smith decided he'd had enough and gassed his Honda back into the lead. Then he stretched that lead lap after lap, to win going away.

Marty Smith and his Honda just about own the United States 125 Grand Prix. There have been four USGP motos and the Smith/Honda record is an unblemished four perfect hole shots and four straight wins. Marty and his red racer are America's winningest Grand Prix team in history.

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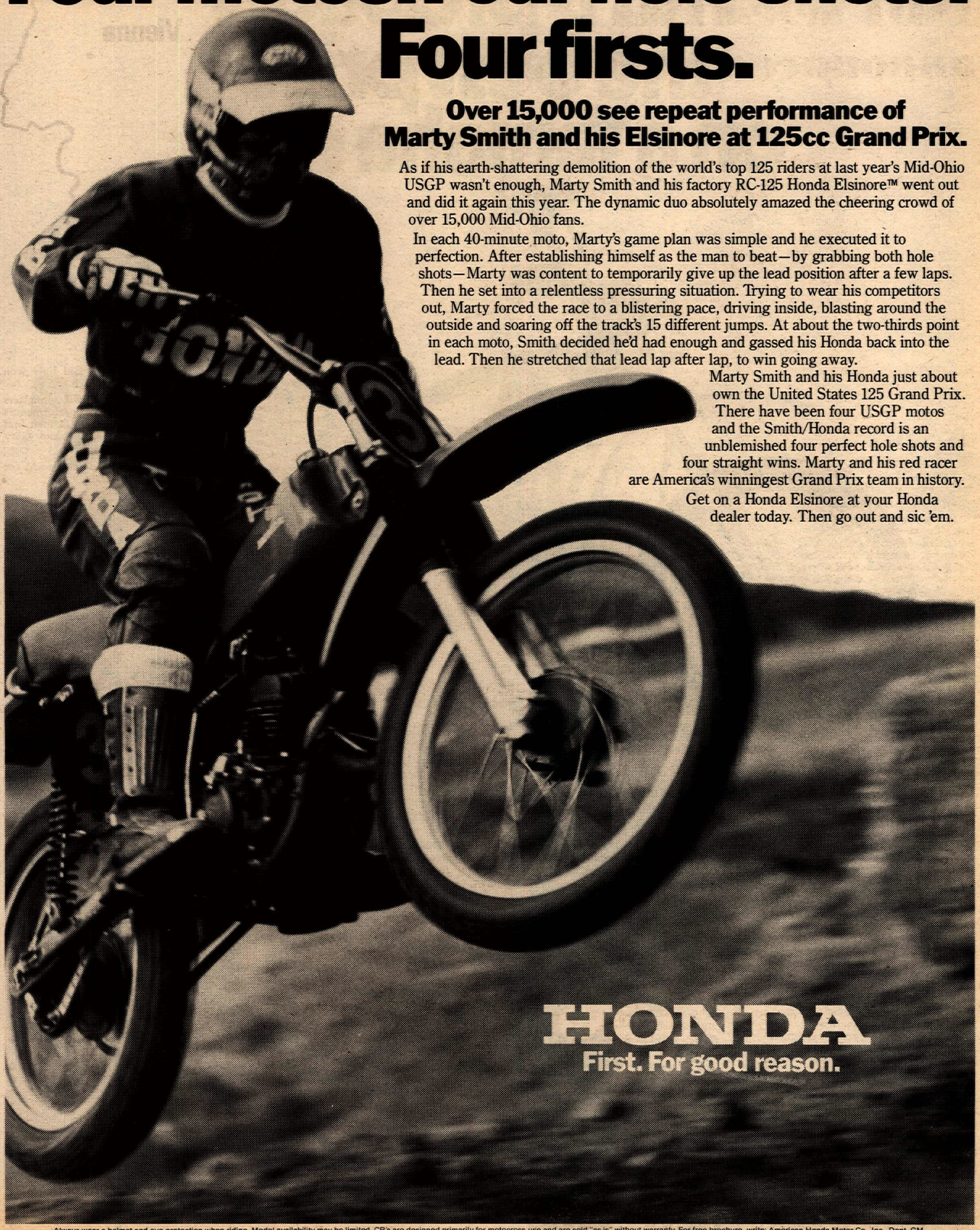

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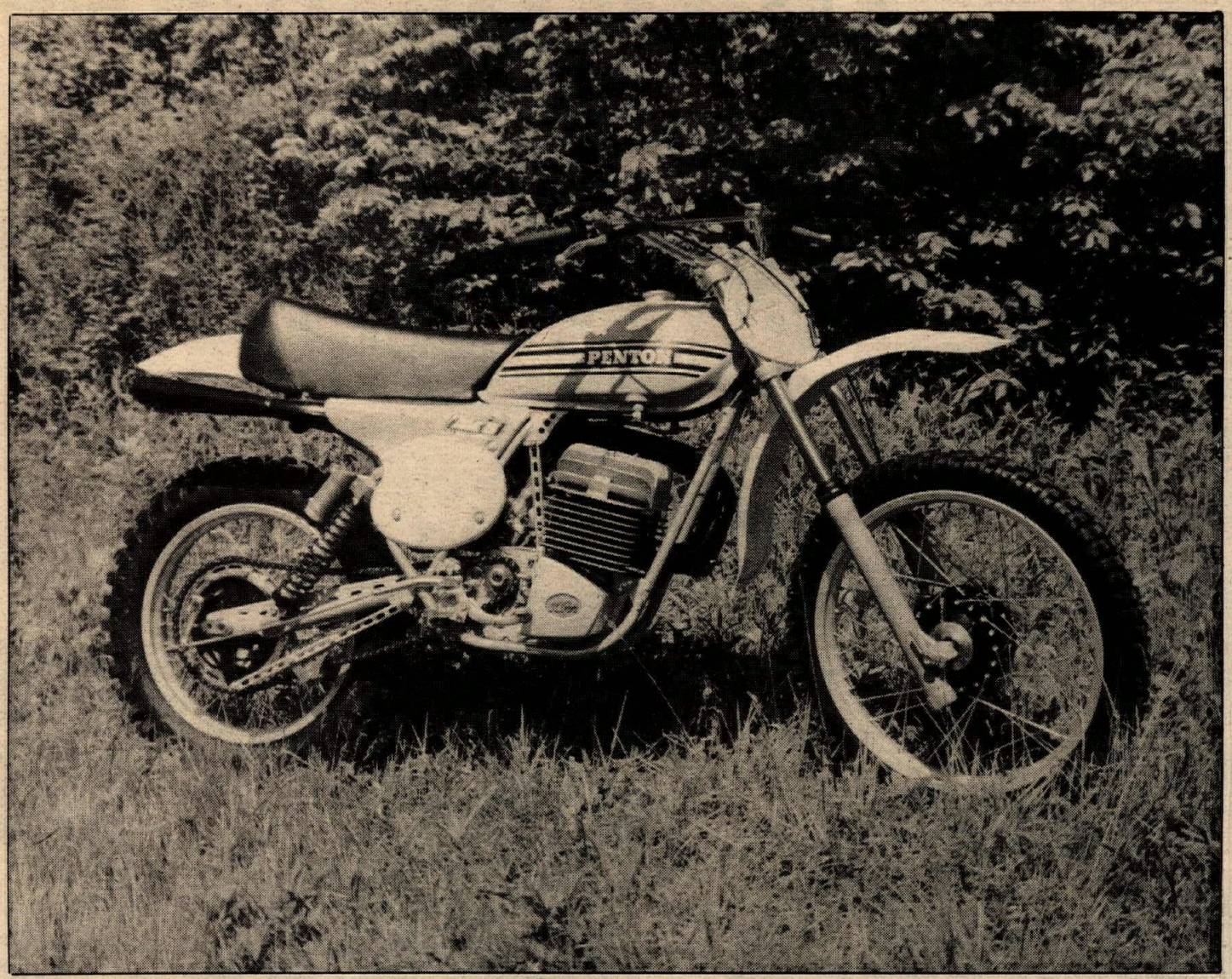
The Penton-KTM 250cc Motocrosser

One of the best motocrossers on the market also happens to be the last of the truly competitive dual purpose bikes.



Can it be? A competitive dual purpose motorcycle in 1976? The Penton-KTM in stock form is very close to what Bauer, Van Velthoven, Moiseev and Kavinov use in GP competition. It comes with all the goodies right out of the box.

Jack Penton found that his special test times improved with the new MX frame and suspension. He's experimenting with one for Six Days use.

By Jim Gianatsis

The latest races in this year's 250cc World Championship GP Series have seen Gennady Moiseev on a KTM picking up moto wins

at almost every race and quickly closing the championship points lead of Husky's Heikki Mikkola. It was in 1974 that Moiseev won the 250cc Championship on a KTM that was basically a stock machine. Last year an injury prevented Moiseev from retaining his crown but now he's out to get it back with a vengence.

The bike which Moiseev is using this year is the newly designed KTM motocrosser, the first really serious motocross bike the company has offered to the general public. For those of us not too familiar with the name KTM, the bikes are sold in the United States east of the Rocky Mountains as Pentons. It was Uncle John Penton who first introduced Penton/KTM bikes to America and who, along with sons Jack and Tom, and Penton employees Dane Leimbach and Carl Cranke, have helped to develop the Penton/KTM bikes into one of the best enduro and ISDT machines in the world.

Up until this time the Penton/KTM bikes have been dual purpose enduro/motocross machines with the accent on enduro design. The entire Penton clan is enduro riding oriented, so their bikes have never really been stressed as motocross machinery. But now, with the introduction of the Moiseev Replica 250cc motocrosser, Penton/KTM is actually offering a true GP machine which is the same bike as being raced by Gennady Moiseev and other KTM factory riders in the World Championships. Other bikes in the Moiseev Replica lineup include 125cc and 400cc Penton/KTM motocrossers.

Handling is what the Moiseev Replica is all about

Except for the KTM engine, the motocrosser is new from the knobby tires on up. The chromemoly steel twin-downtube frame is much lighter than before, and features cantilevered Marzocchi gas/oil shocks which give the rear 4.50 x 18 Hi-Point/Metzler tire 9 inches (230mm) of travel to soak up the worst terrain possible. These Marzocchi shocks are the very latest series number 4 units with larger 1/2 inch diameter shafts and are specifically designed for laydown suspension. A specific air pressure in the shocks doesn't seem to effect the way they perform, and filling them with 30-40 psi of air gets the job done. The standard springs were excellent for our test rider's weight of 160 pounds and only a little adjusting on the cam tensioner was required to dial in the proper ride height.

Up front are the very latest leading

axle magnesium Marzocchi forks. Without a doubt, these are the best performing forks available on any production motocrosser at this time. Damping action is super smooth. Travel is almost the same as the rear suspension, close to 9 inches (225mm). The advantage of leading axle forks is that they allow long fork travel while retaining a lower front end position for quicker steering. Fork angle rake can be reduced without effecting high speed stability. On new bikes, fork oil should be changed as soon as the bike is set up from the crate to drain out the metal particles left in the forks from manufacture. We used Bel-Ray 50 fork oil (equivalent to 15 weight oil) as used by most of the factory teams like Suzuki and Honda and experienced no fade in dampening action during continuous use. Most other good quality 15-20 weight fork oils should perform almost as well.

Weight on the 250cc Moiseev Replica is 220 pounds with oil, but no gas. A new Husky-style magnesium airbox behind the left side number panel draws air from under the seat, while helping to reduce some of the wieght found in the Penton/KTM enduro bikes with the high-breather frames. The air filter is a trick new design with waffle pattern foam on the outer surface that actually vibrates with engine rpm to shake off dirt as it builds up on the outer surface. We didn't really think it would work, but a two hour romp on a muddy practice track with two foot deep water holes convinced us. The new airbox design not only kept the filter dry, but the filter itself was almost spotlessly clean. The dirt had actually shaken off the filter and built up harmlessly at the side edge of the airbox.

Though the motocrosser's frame still has more gussets than the Brooklyn Bridge, quality and detailing abound throughout. The fiberglass 1.8 gallon tank and side panels are super strong. Control levers are Magura. Rims are shoulderless Hi-Point alloys which have locating pins, instead of tire locks to keep the tires from spinning on the rim. The only things we didn't like were the seat foam which is a little too soft, and the silencer which extends a little far beyond the frame structure and could prove vulnerable in a crash.

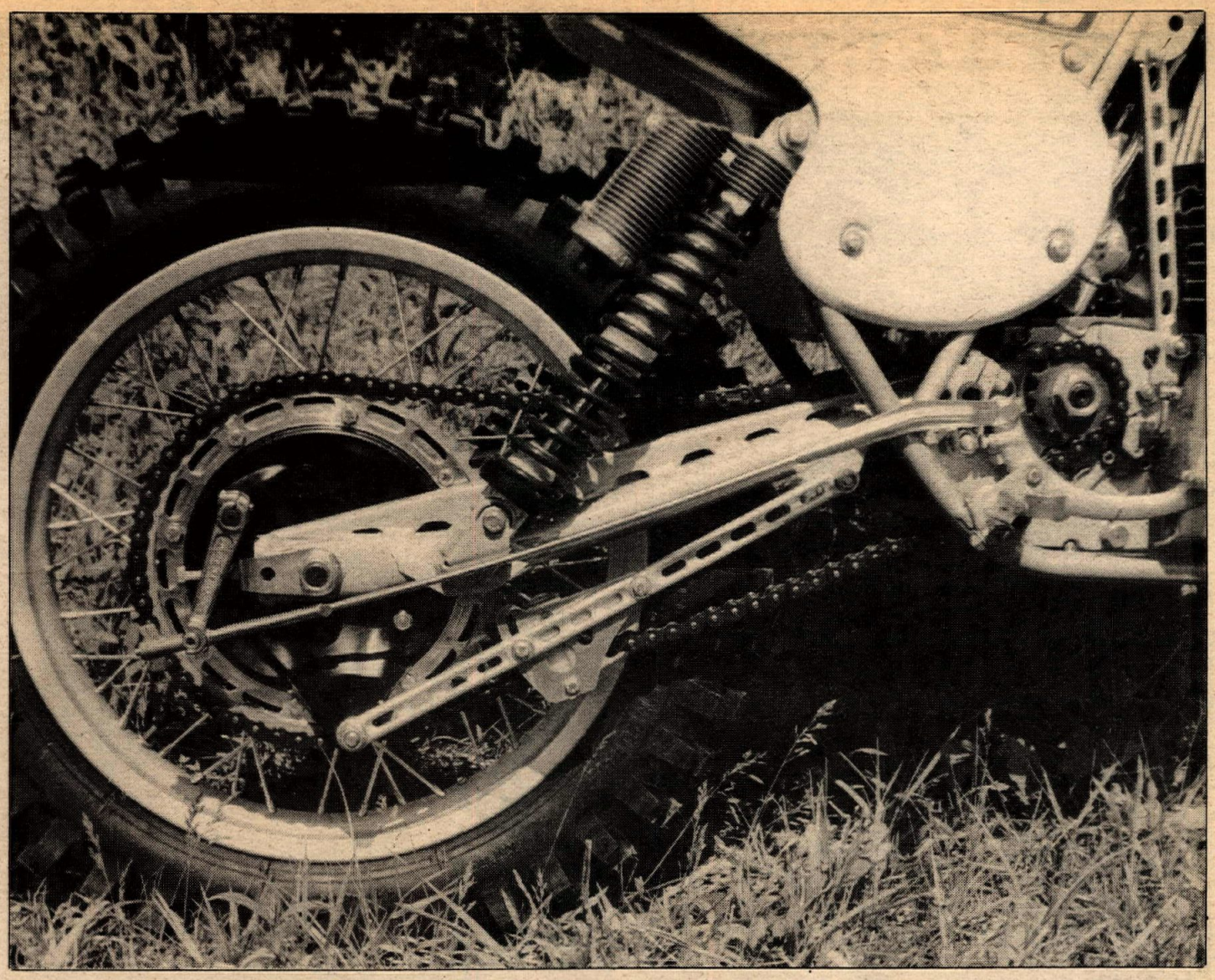
Power and reliability

The only thing carried over from the enduro bikes besides the wheels and brakes, is the KTM engine. Over the past three years it's proven itself to be one of the most reliable dirt bike engines in existance. But even more important than the engine's proven reliability for ISDT and enduro events, is that it's one of the most powerful engines around. Rated at between 32 to 34 horsepower, the 250cc KTM powerplant averages about three more horsepower on the dyno than an RM250 Suzuki.

Dyno horsepower doesn't mean much though, when it comes to putting power to the ground, but this bike actually is easier to ride than, say the RM Suzuki or a CR Husky. Power is extremely tractable and the KTM engine responds strongly anywhere in the 3,000-7,000 rpm range. Part of this tractability is due to the external rotor Motoplat transistor ignition which keeps the engine from revving too quickly and losing too much traction from excessive wheel spin.

All the latest bikes now come with six-speed gearboxes. Earlier motocross Penton/KTMs sometimes came with five-speed units by having the lowest gear blocked off. First gear is really only needed for enduro work and won't see much use on the motocrosser, but it could prove it's worth on very tight or muddy courses.

The engine is fed by a 36mm Bing which, thankfully, comes properly jetted from the factory. The engine braces and through the frame exhaust pipe make getting at the carburetor a real impossibility and just to change needle position on the slide you'll need a good selection of wrenches and screwdrivers. The engine starts easily from cold with a few prods on the tickler button. It really isn't needed on the motocrosser, but if you want, you can mystify your friends at the start of your next moto by tuning on the handlebar mounted choke control found on the bike. Actually, the choke should be removed so it can't open accidently during a race.



Suspension travel is longer than any other production bike -- nine inches -- equal to many works MXers. Marzocchi shocks give a "plush Sunday ride with no hoppin' and swoppin'."

But does it work?

It wasn't easy getting hold of the Moiseev Replica for a Cycle News test, because every bike Penton brings into the country is already sold to a dealer who ordered it weeks in advance. The one 250cc we were finally able to get a hold of belonged to Jack Penton. Jackie had just gotten the bike a few weeks before we dropped in at Penton Imports in Lorain, Ohio, to do the test. He had raced the bike in a couple of local hare scrambles and motocrossers, winning them. Then the weekend before the test he bolted on a Preston Petty headlight and tail light/fender assembly, to go out and win the 250cc class at the Burr Oak National Enduro. Designed as a pure blood GP motocross bike, the Moiseev Replica was really proving its versatility. The Motoplat ignition on the bike contains a lighting coil which is wired up to the frame, and just bolting on lights could turn it from the ultimate motocross weapon to ultimate enduro machine.

Riding the Moiseev Replica is definitely an experience. No other production motocross bike on the market at this time comes with as much suspension travel. Nine inches of travel on both wheels equals what most of the other factory works bikes are using now. Making all that travel work right is taken care of by the Marzocchi forks and shocks. Blasting down a rough whoop-de rutted track at full throttle is a plush Sunday ride with no hoppin' and swoppin'. It tracks straight in the worst sections of the track and makes you realize what all the factory riders have had that you haven't.

Turning is neat, because the leading axle front end snaps its way around a corner like it's hooking up with a berm though the ground is flat. The bike definitely likes to track its way around a turn, not slide, as the rear wheel pays attention to which way the front is going. The bike actually works better in high speed turns if you stand up, which also lets you pick off the bumps with more control then sitting would. What really blew our minds was the way the bike turns on off-camber corners, Other leading axle motocrossers we've ridden had a tendency to wash out the front end when turning on off-camber turns, but not the Moiseev Replica. The front end, with its 3.00 x 21 Hi-Point/Metzler, would stick on downhill off-camber turns even with the throttle on to push the front. Never once during the test did the bike put us on our heads and we came away from the session trying to rethink our own riding ability to closer match the potential the bike offered.

Moiseev uses the production KTM engine, and in its stock form it proves to be one of the fastest and most tractable engines there are. It's reliability is well known, and even a Pro rider can expect to race it an entire season without even having to replace the piston. The six-speed gearbox is perfectly suited to the broad powerband and second through fifth gears are the real working cogs in the semi-wide ratio transmission. Jack likes to shift the engine early and let the torque doing the pulling, but the engine seems just as happy to play the high rpm role on fast tracks were horsepower becomes the deciding factor.

The 250cc Moiseev Replica comes from Penton with a fairly tall price tag around $1800 for a production bike, but quite a bargain for a factory works machine. It's the only production bike on the market this year that is winning on the Grand Prix circuit, and with Moiseev in the saddle again it just might pick up another World Championship. •

Specifications

Engine

Type	Single cylinder, two-stroke piston ported
Displacement	245cc
Bore and stroke	71mm x 62mm
Horsepower	32-34 hp at 7,000-7,500 rpm
Lubrication	Hi-Point at 40:1
Carburetor	36mm Bing

Electrical

Type	Motoplat transistor, with 35 watt main lighting coil
Timing	2.55mm btdc
Spark plug	Bosch W-290-T16

Transmission

Gearbox	six-speed
Clutch	multi-disc wet clutch
Sprockets	12 teeth front, 52 teeth rear
Chain	3/8 x 5/8 inches, 530

Chassis

Frame: double down cradle, chrome molybdenum steel, magnesium airbox, fiberglass 1.8 gallon tank

Front Suspension: Marzocchi magnesium leading axle forks, 225mm travel (9 ins.)

Rear Suspension: Marzocchi Series 4 gas/oil shocks, 230mm travel (9 ins.)

Hubs: All magnesium, full width front and conical rear, full drum brake shoes

Tires and Rims: Hi-Point shoulderless alloy rims, Hi-Point/Metzler tires 3.00 x 21" front, 4.50 x 18" rear.

CENTRAL PIPELINE

(Above) Ricky Reamer (409) leads Mitch Milson during the Lake Whitney State Championships. (Below) Dicky Turnbo (19) at home.

PHOTOS BY GREG LABBE

Texas Motocross Championship - Round One Mosier Valley

By Greg Labbe

EULESS, TEX., JUNE 20

The five race Texas State Motocross Championship opened with a roar this weekend as over 700 riders flocked to the lush, beautiful Mosier Valley track, located midway between Dallas and Ft. Worth. They came to try their hand at championship caliber racing, Amateur and Pro, on what is undoubtedly one of the finest motocross tracks in the Southwest, and by day's end everyone got their fill of MX. With four qualifiers being run in the 125 Novice class, two in most other classes, and consolation motos after all the qualifiers, a total of 43 motos were run during the day, so from the time practice started at 7:00 a.m. 'til the last moto was over at 7:50 p.m., it was wall to wall, dynamite motocross. The racing program was slowed somewhat by a high injury rate, and by the need for constant watering during the second set of motos. Dust was becoming a factor at the conclusion of the first set of motos, proving the even a track as superbly prepared as Mosier Valley was, must succumb to Mother Nature's blazing summer sun.

Today, and in the ensuing four weeks, serious riders from all over Texas would find out just how much progress they had made in the last year of competition and training. This year, as opposed to last, the classes seemed to be fairer in so far as riders racing in their proper divisions. The Novices looked like Novices, the Intermediates looked like Intermediates, and the Experts definitely looked like Experts. Especially Danny Doss. Doss, coming back from injuries and riding a very trick Banke prepared Honda, put good distance between himself and San Angelo's Mel Newman after getting by on the first lap of the first 125 Expert qualifier. By the end of the moto, Danny was long gone. In the second qualifier Morris Baker from Marfa moved his Honda quickly to the front but was challenged all the way to the flag by Richard Reeves. When the final rolled around, everyone waited in anticipation for Danny Doss to come around but it was not to be, since he blew his transmission coming off the line. Instead it was Yamaha mounted Dicky Turnbo with the holeshot. After a sixth in his qualifying moto, Dicky came back to destroy the 125 Experts in the second moto, winning by a 20 second margin over second place Mel Newman. Newman still took overall honors with Morris Baker second and Turnbo third overall.

By far the finest race of the day was the first 250 Expert qualifier where Wyman Priddy, the elder statesman of Texas motocross, dueled wheel to wheel with Roger Brown the entire moto. They passed and repassed each other at least 20 times, four times in the last one third of a lap. At the checkered flag it was Priddy slipping his Bultaco under the Perrin Cycles sponsored Can-Am of Roger Brown for a narrow victory. The second 250 Expert qualifier saw Gene Durham take his Penton Central sponsored orange tanked Penton to a wire to wire victory despite the fine charge through the pack by Darrell Hollingshead on a Husky. In the final, Wyman Priddy, Gene Durham and Roger Brown went after it until the 16 year old, Brown, had mechanicals. Priddy and Durham finished in that order for the second moto and overall.

In the Open Expert class it was Wyman Priddy again, but this time the challenge came from Ricky Kidd. Kidd took his Penton to the first moto victory ahead of Priddy as they ran off and left the rest of the pack, but in the second moto Wyman got it back as he brought his Bultaco across the line in first place with Randall Tarter and Ricky Kidd close behind. For the overall it was Priddy, Kidd and Tarter. Because full prize money was paid in each of the qualifying motos for the Experts, the total purse ballooned from $2000 to $2300. It was a generous decision by Promoter Devaughn Mitchell which met with overwhelming approval from the riders. ●

Results in Results Section.

Texas Motocross Championship – Round Two Lake Whitney

By Greg Labbe

LAKE WHITNEY, TEX., JUNE 27

Despite the enthusiasm of over 600 riders and thousands of spectators, a certain pall hung over the second Texas Series race held at

Lake Whitney Cycle Ranch this Sunday. About 80 miles away the A.M.A. was holding a qualifier on some less than wonderful little track, and Pro license holders were required to attend despite the fact that most of them would rather have been competing in their own state championship at the fine Lake Whitney facility. So, though there was plenty of heated action all through the day and it turned out to be a day of fabulous racing and spectating, the absence of Texas' top line Pro riders was regrettable. Of course there were those who viewed the absence of their competitors as a chance to score a trip to McDonalds for a change.

The morning dawned with the sound of pit riders, (Whitney is pit racer's heaven!). Church service under the tower at 6:30 a.m. with little red Bibles being passed out, and Harvey Evans' familiar voice booming the start of practice over the P.A. system at 7:00 a.m. Practice went well on a super loamy and perfectly prepared track that was, if anything, too smooth. Dicky Turnbo later commented that he had only ridden the very first part of practice when the track was still smooth and consequently was unprepared for the killer track that greeted him by the time his first moto rolled around.

At the riders' meeting it was announced that Mike DiCorte had purchased Lake Whitney Cycle Ranch and that the Turnbo family would be moving up to the ranch to run it in conjunction with Harvey Evans. We wish them luck. With practice over and the riders' meeting out of the way, the second event of the Texas Series got underway.

In the 125 Expert class, with Danny Doss and Mel Newman not in attendance, Dicky Turnbo won both motos, though not easily. In moto one it was Turnbo with the holeshot on his Yamaha, but Rubin Alonzo from Dallas was hot on his tail and after four laps Rubin shot his Honda past Turnbo and started to pull away. Within two laps, however, Turnbo had reeled Alonzo back in and repassed for a lead which he held to the flag. The second moto saw Turnbo get off the line in fourth place but he quickly moved into the lead before the pack came around at the end of lap one. Shaun Kelley, astride a Honda, shadowed Turnbo for almost the entire moto but never seemed to be a threat to pass, finishing in second. Steve Schramm was buzzing Shaun's rear fender in a close third place and that is how they finished on the day.

In what many knowledgeable onlookers described as his finest ride ever, Suzuki mounted David Fox from Dallas won the first 250 Expert moto, came back with a second in the last moto and captured first overall cash. As he came out of the hole in the lead, several rider-spectators who knew him said that he would never hold it, but to their amazement he not only held it, but did so under tremendous pressure from New Mexico native Gene Durham throughout the entire moto. Up and coming young Texan Ricky Reamer was third on a Penton. Keep an eye on this kid. He is going to be good. Reamer came back in the second moto to win with David Fox not too far behind. Mitch Milson was third and Durham, who was dead last at the end of lap one, blazed his way to fourth by the moto's end. Durham ended up third overall and Reamer was second.

The Open Expert class was strictly a duke-out between the flying Ricky Reamer and Penton Central's Gene Durham, both on big bore, orange tanked Pentons. A close race in the first moto saw Durham cross the line in first, but not by much. In the second moto it was Reamer in the lead all the way. Darrell Hollingshead was in second and for the entire moto refused to let Durham, who was showing signs of fatigue after his brilliant charge in the 250 class, get by. Danny Dejet took his 360 Bultaco to a third overall with 3-4 placings. ●

Results in Results Section.

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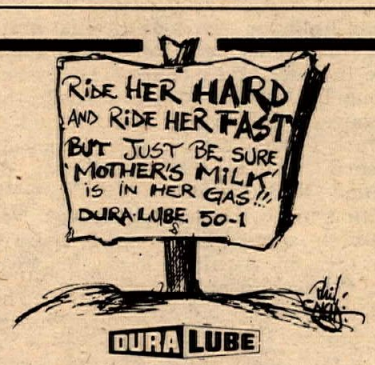

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CENTRAL PIPELINE

GREG LABBE

Mel Newman warmed up for the Texas MX Championships at Capitol City MX.

Stack gets rude homecoming

By Greg Labbe

AUSTIN, TEX., JULY 2

The big night had finally arrived. In anticipation of most of the finest riders in Texas being in town for the Texas Series races, Capitol City Night Motocross was offering a $1500 purse for the Experts and contingencies for the Amateurs in the hopes that they would come and put on a first class show for the large Friday night crowd here in Austin. Well, put on a show they did in what turned out to be some of the most thrilling motocross ever seen at night.

The 125 Expert race had them on their feet as local Pro Bobby Bullock guided his Yamaha through the first turn and into the lead, a lead which he would hold for over half the first moto. Just when it seemed that Bullock might have the race under control, he crashed, letting Dicky Turnbo and several other riders get by. In trying to catch back up Bullock crashed several more times and finished out of the money for the evening. With about two laps to go in the first moto, David Daniels from New Braunfels slipped inside of Turnbo to take the win. Austinite Ricky Blackwell won the second moto, followed closely by David Daniels and Mel Newman from San Angelo. Overall for the night it was Daniels, Blackwell, Newman, and Turnbo.

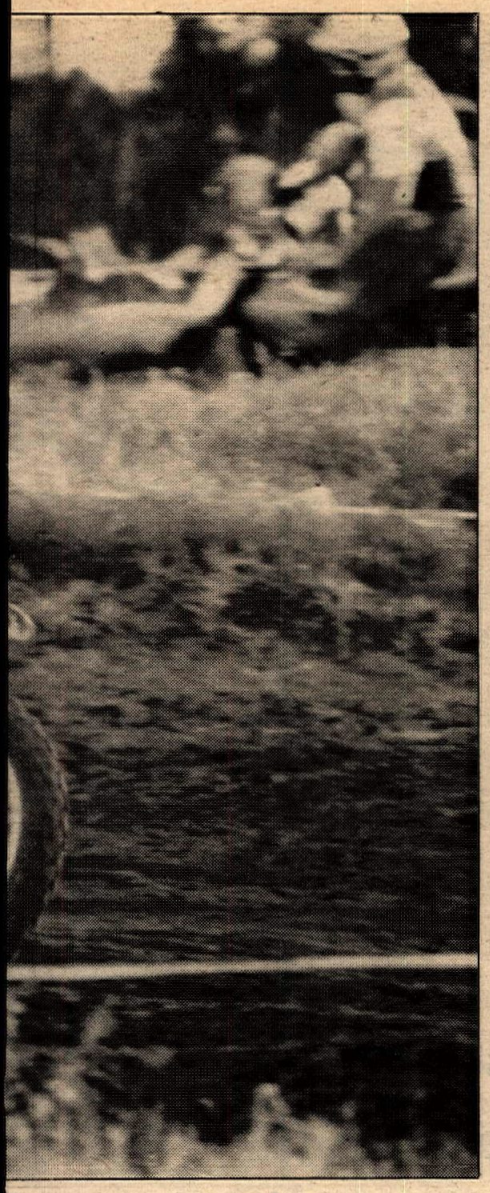
Roger Brown won both motos of the 250 Expert class but got some stiff competition from Mark Wheeless in the first moto. Wheeless, from Austin and riding a brand new Penton, flashed his way to the lead and held it almost all the way to the finish, but with just a few laps to go he made a slight error in a corner and Roger Brown zapped him instantly. The second moto was all Roger's, with Dicky Turnbo keeping a respectable distance in second. For the overall it was Brown, Turnbo, Wheeless and Tim Riddle.

Riding his factory Suzuki with the big number 2 indicating his prowess on the national circuit, Steve Stackable thrilled his hometown fans by putting the RM 370 Suzuki into the lead on lap one of the first moto and proceeding to pull away from the rest of the pack. At about the midway point of the race Stack pulled off the track with mechanical problems, giving the first moto victory to Ricky Blackwell on a Husky. Chris Dublin was second and Dicky Nowell third. Stack was on the line again for the start of the second moto and everyone expected him to take up where he left off in the first moto. Everyone, that is, except Roger Brown.

As the rubber band snapped signifying the start of moto two, Roger Brown rocketed his Yamaha out of the first turn first and took off like his seat was on fire. Meanwhile, Steve had gotten a poor start and was working his way through the pack on a track that was not especially designed for passing. By the time Stack broke free of the pack, Roger had put about 400 yards between them and was flying. Steve was finding it very difficult to close the gap on Brown and though he closed to within 50 feet or so of Roger, he had to settle for second place at the checkered flag. Keith Duffy was a distant third. Roger Brown went home with the overall cash in the Open Expert class, with Dicky Nowell second, Ricky Blackwell third, and Tim Riddle fourth.

Contingencies were being given away to the Amateurs by T.C. Racing Enterprises, who donated gift certificates for machine work to the winners of each class, and by Steve Stackable, who donated a pair of Stackable pants (leathers) to the winner of the largest Novice class. That class was of course the 125 Novice class.

With a pair of leathers on the line, the racing in the 125 Novice class was



absolutely furious. When the dust cleared, Ron Taylor had won first place on a Suzuki and was the proud owner of a new pair of Stackable pants. The second place finisher in the 125 Novice class who got the gift certificate from Tommy Connors, was John Shoemake. Frank Tello, still coming back from a broken leg, smoked the Minis. Lloyd Longmire and his trusty Penton prevailed in the 250 Novice bash, and Bill Kasson, also on a Penton won overall in the Open Intermediate class.

Results in Results Section. ●

Mike Jones sets new record at Whitney Hillclimb

By Diane Polley

WHITNEY, TEX., JULY 11

Beneath threatening skies the Texas Hillclimbers Association and 106 brave entrants held an exciting and suspense filled hillclimb at Lake Whitney Cycle Ranch. After two weekends of slow soaking rains the hill had super traction but all the rock ledges in the hill had been uncovered so it was not without some challenges.

In the 125 class the riders who were racking up the points at the start of the season have suddenly dropped back. An influx of new Hondas and Suzukis have really changed their class. Tracy Davidson went home with first captured with a time of 7:97 seconds on a Yamaha Mono. He was closely followed by James Blanton on a 125 Kawasaki who topped the hill in 7:99 seconds. These two young men really had the power. These two young men really had bikes scooting along.

In the race for top time it was evident even before the big boys started running that they were going to have to run in the sixes to even have a chance. For a while it looked like Gary Chandler on a 500 Yamaha was going to hold it with his 6:70 seconds. But Walter Humphries on an 800 Triumph finally found a good line and set a 6:65 second in the 1500 class and just to insure his place he beat his own time in the Exhibition class with 6:63 seconds.

On his second try in the 500 class Gary Chandler did it again with a 6:39 time but he did not stay on top long. In fact he beat himself with a 6:12 second time on his 900 Honda four. No one could believe that he would be beat, but Mike Jones and his 1000 Triumph triple had other plans. On his second try in the 1500 class he pulled a super holeshot and went right up the middle, over the ledges and all. When the clock was read he had set a new record on the 250 foot hill. His 5:99 seconds over seems almost unbelievable. All the riders in the Exhibition class tried to match Mike's feat but the closest anyone came was Tom Hairston also on a Big D Cycle 1000. Tom even tried his chains but only came up with a 6:36 second ride.

After a poor start this year Mike is really coming on in the race for 1976 King of the Hill. He has three top times and Gary Chandler had four. This is the closest this part of the Texas Hillclimb Championship series has been in several years at the halfway point.

Results in Results Section. ●

Pleasure Island MX: Broussard, Donaldson

By Mark Knowles

PT. ARTHUR, TEX., JULY 4

The 125 Amateur class looked like a Troy Broussard benefit as he gassed his J&B prepared Honda into huge leads to win both motos and his large first place trophy. Despite serious attempts by the other riders to catch Broussard the pack finished far behind both motos in the identical finishing order with Shannon Ratliff (Hon) topping Nicky Ryland (Hon) and Randy Blackwell (Suz).

Mike Morgan has the reputation of either winning or crashing and did both today in the 250 Amateur class. Morgan banzaied into the first turn to grab first trailed by Guy Romine (Bul) and Tray Blanchard (Mai). Morgan held his favorite position until mid-moto when he highsided in a turn allowing Romine to get by for the moto win. Second moto, Ray Tillery (Hon) put his 1973 holeshot special into the lead with Morgan, Blanchard, and Romine waiting for any mistake. On the second lap, Tillery crashed letting Morgan break free into the lead for the remainder of the race. Morgan (2-1) took top honors with Romine (1-3) edging Blanchard (3-2) for third leaving fourth to Tillery.

After a year's layoff from racing, Kelly Donaldson is slowly working his way back to peak form and today added the combined Expert class to his list of credits. Kelly put his reworked 250 Honda out front in the first moto as Oliver Rutledge (Hus), Terry Guidry (Suz) and C. Patin (Kaw) battled for position. Donaldson begin pulling away from the pack until Rutledge put on a charge that carried him close to the leader, only to fade at moto's end with Donaldson out front, trailed by Rutledge, Guidry, and Patin. Donaldson pulled a carbon copy start in the second moto, to eventually motor away for the moto and overall victory, trailed by Guidry and Rutledge. The battle for second between Guidry and Rutledge turned out to be one of the day's better races until Guidry's Suzuki soured letting Rutledge into second place to collect second place cash as Guidry was left to collect the third place pennies for his hard day's ride. ●

Results in Results Section.

Things smell rank with a rusty tank

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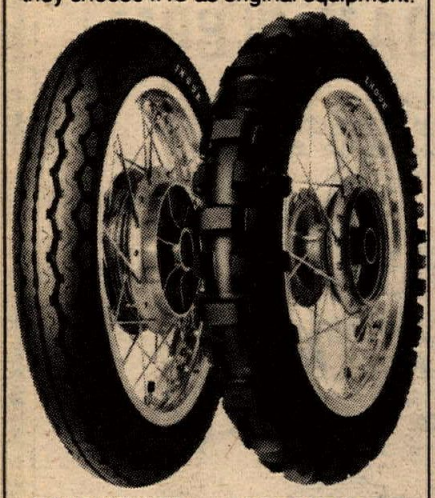

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CENTRAL PIPELINE

(Above) 250 A riders blitz the first turn, while (below left) a holeshot artist roost away. (Below right) Arlo Englund wheelies away.

PHOTOS BY ACTION OZ

S.R.A.C. MX

By Action Oz

LEADVILLE, COLO., JULY 11

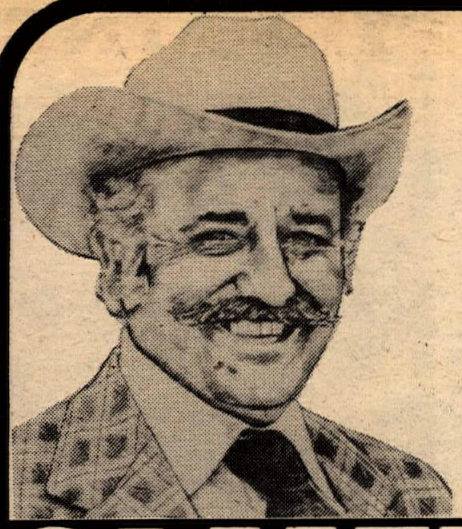
From a spectator standpoint, Leadville is the coliseum of Colorado MX parks. The whole track can be seen at one time from the ridge along the top of the track. The order of the MX day is Experts and Amateurs. The previous day had been devoted exclusively to Minis and Novices. This left Sunday free and clear for flat out nearly Pro and Pro racing. To top it all off it was an A points race. Colorado's finest were there. The first moto off the line was the Open A class. Arlo Englund, Colorado's No. 1 motocross rider was off the line first and never lost the lead. As a matter of fact, after racing this country's best, coming home to race is merely an

exercise in fitness for Englund. Anyway, the only rider close to Arlo was Gary Glasenapp on his Bul, who did manage to stay fairly close and could have won if the green machine under Englund had experienced any problems. But, after all, Arlo and the Kaw took both Open A motos for the overall. Glasenapp finished second overall and Shane Cannon on another Kawasaki finished third.

The first 250A moto lead was taken by Jack Todd on his Suzuki ride. Todd was followed early in the race by Arlo Englund and Gary Glasenapp. Englund passed Todd and almost immediately lost it to him again. Glasenapp waited around in third until Todd seemed to fade a bit due to a sore wrist and then took off after Englund and the lead which eluded him to the end. Cannon on a Kawasaki lost his front brake lever but didn't lose any time – just wouldn't give up.

Stacy Smith, riding a Maico, lost it on a whoopdie and reinjured his knee to put him out for the day. The overall was taken by Arlo Englund, Gary Glasenapp, Jack Todd and Shane Cannon. The 125A class came off the line with Al Firestine (Yam) deciding to go into the lead off the line. This lead was never given up. Rick McGaha on a Honda hung in to give Firestine his only competition for this class. Arlo Englund also rode this class, but had a DNF in the first moto and did not ride the second. Lee Leatherman ran a fine two motos on his Yamaha, to create some mystery as to who would fill the second to fourth spots in the class.

For the 125As, Al Firestine added more points to his total for first overall with Lee Leatherman taking second overall with Rick McGaha following in at third on his red Honda. ●



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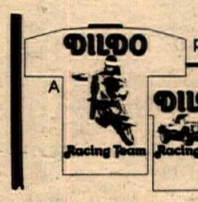

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SPEEDWAY WEEK

Ventura, July 13
By Dennis Greene

The L.A. Sprockets moved one match closer to the league-leading Bandits when they beat the Ventura Sharks by eight points. The match was a royal battle between Dave Sims of the Sharks and Mike Bast, team captain of the Sprockets. In one four-lap event, they swapped the lead nine times with Dave Sims coming out on top.

For the most part it was a close match, with each team getting one clean sweep. Four times the score worked into a tie, with five events an even split in score. The Sharks led for the first five events until Bruce Penhall on his one-of-a-kind Nealstreak bike won, putting the Sprockets out in front by two points. The Sharks came right back and tied up the score for the next two events.

Steve Columbo for the Sprockets put them on the road to victory in the ninth event, winning with his teammate Rob Morrison adding one point. The next four events all went to the Sprockets. Final score 35 to 43.

Dave Sims stayed hot in the Handicap half, going all the way for the win in the Handicap Main. Bobby Hardison has returned to Speedway after being out for over two years with a broken back. Except for a two-lap exhibition last summer at Bakersfield, this was only his third ride and it was to victory in the Division Two Scratch Main.

San Bernardino, July 14

For the first time this season at Inland Motorcycle Speedway, all of the NSL's top riders were in action in open competition, and some surprises highlighted the main events.

Dennis Sigalos and Ron Preston picked up victories in the Handicap Main and Consolation respectively, as the two youngest team riders held off the challenges of the best.

In the Handicap Main, Sigalos, only 16, slipped underneath Louis Lindwall and easily captured his third win of the season at San Bernardino. Lindwall, in his first division one race, rode beautifully to finish second followed by Randy Marsh, Bruce Penhall and Gene Woods.

Preston's victory came off the 30-yard line and the 18-year-old from Costa Mesa held off Dave Sims of the Sharks along with young Tom Morley, "Wild Bill" Cody, Jeff Sexton, and Mike Bast.

The Scratch Main found the three top scorers; Mike Bast, Bruce Penhall and Dubb Ferrell joined by Sizzlers' team captain Larry Shaw. In the first corner, Ferrell went low and took the lead with Penhall, Shaw, and Bast all trying the outside line for more traction. However, the one they call "Dangerous Dubb" was not to be denied. Bast suffered engine trouble.

The Scratch Consolation was all Gene Woods of the Sprockets, as the "Kid with No Respect" blew the rest of the field in the weeds. Placing second was Cody followed by Sizzler Mark Cherry and Bakersfield team captain Jeff Sexton.

The Second Division Scratch Main went to Northern California's Tom Ferris with San Bernardino's Kurt Strommer and Rick Huckans following.

Irwindale, July 15

One of the most important matches of the NSL season occurred when the league-leading Bakersfield Bandits went to battle with the second place Los Angeles Sprockets. Entering the contest, Digger Helm's Bandits held a three game lead over the Sprockets.

The match figured to be close all the way, and it was definitely close, as the

Larry Shaw chasing Steve Schlanser (above) as seen from the San Berdoo cherry picker. Below, Robin Hood rides against the grain.

the 13 team events were completed. Led by the league's top two scorers, Mike Bast and Bruce Penhall, the Sprockets had been picking up wins, but the Bandits were taking seconds and thirds to even the score.

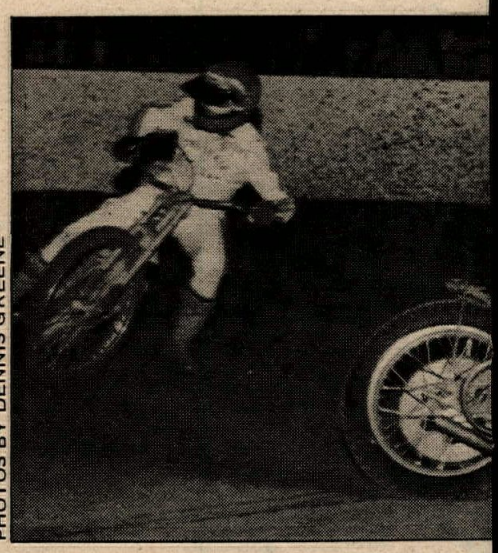
In the 12th event, Bast and his partner, Gene Woods, went up against "Dangerous" Dubb Ferrell and his partner, Dan Toomey. The match was on the line with the top scorers then coming back in the final event. However, Bast and Woods were not about to let the match go down to the final, as the Sprockets' pair, a.k.a. the "Dynamic Duo," pulled off a clean sweep with Woods taking the victory followed by Bast, Ferrell, and Toomey.

For the Bandits to pull out a victory, they had to sweep the final, and then win a runoff. The Bandits had Brian Short and Steve Nutter returning to do battle with Bast and Penhall. The odds seemed to be stacked against the Bandits, as the Sprockets have only lost the final event at Irwindale once this year. Again Bast and Penhall pulled out the clean sweep for the eighth time this year, and the Sprockets had put away the Bandits for the second time this season by a score of 43-35.

In the Handicap Main, Kevin MacDonald from New Guinea, in his first Division One race at Irwindale, held off the challenges of Gene Woods to capture the five-lap feature. Woods, who had won the Handicap heat and semi quite easily from the 30-yard line, rode the outside groove to perfection, but lost traction in the final.

Costa Mesa, July 16
By Dennis Greene

The Eagles flew high while the Orange County Fair played in the background. The L.A. Irwindale Sprockets had beaten the Eagles several times in a row and their loss 43 to 35 was an upset, to



PHOTOS BY DENNIS GREENE

say the least. They never got the points lead, even with a clean sweep in the12th race. Bill Cody and Alan Christian led the points race for the Eagles. Six times the score was split even and twice the Eagles took first and second, always holding onto at least a four-point lead.

Channel 7 filmed the first half of the show and it will be on Eyewitness News Wednesdy and Thursday this week.

$200 of Select Vans money went to Alan Christian for his outstanding ride from the 50-yard line in the Handicap Main. His win was the highlight of a hard night of racing that saw Jan Ballard get his wrist broken in a four-man pileup. More Select Vans money was taken home by Tom Burba for his win in the Division Two Handicap Main.

Select Vans is one of the biggest supporters of Speedway, as not only do they sponsor Bill Cody and Mike Muntean, they put up contingency money for the winner of the First and Second Division Main Events.

two teams were tied at 33-all after 11 of

Bakersfield, July 17
By Dennis Greene

Would you believe the other team never scored? That's about the way the record book will show the win by the Bakersfield Bandits over the San Bernardino Sizzlers. Every race of the 13 events went to the Bandits. Jeff Sexton, Steve Nutter, Dubb Ferrell and Brian Short all scored ten or more points. The final score was 53 Bandits, 25 Sizzlers.

Several new names earned a spot in the record books in the second half of the show.

Tom Ferris has just moved to Southern California and this week alone he got second place at Ventura in the Division Two Main, third at Irwindale; then at Bakersfield he got his first chance in Division One Handicap racing and went all the way for his first big money win. Mark Tracey, from Central California, pulled off the win in the Scratch Second Division Main.

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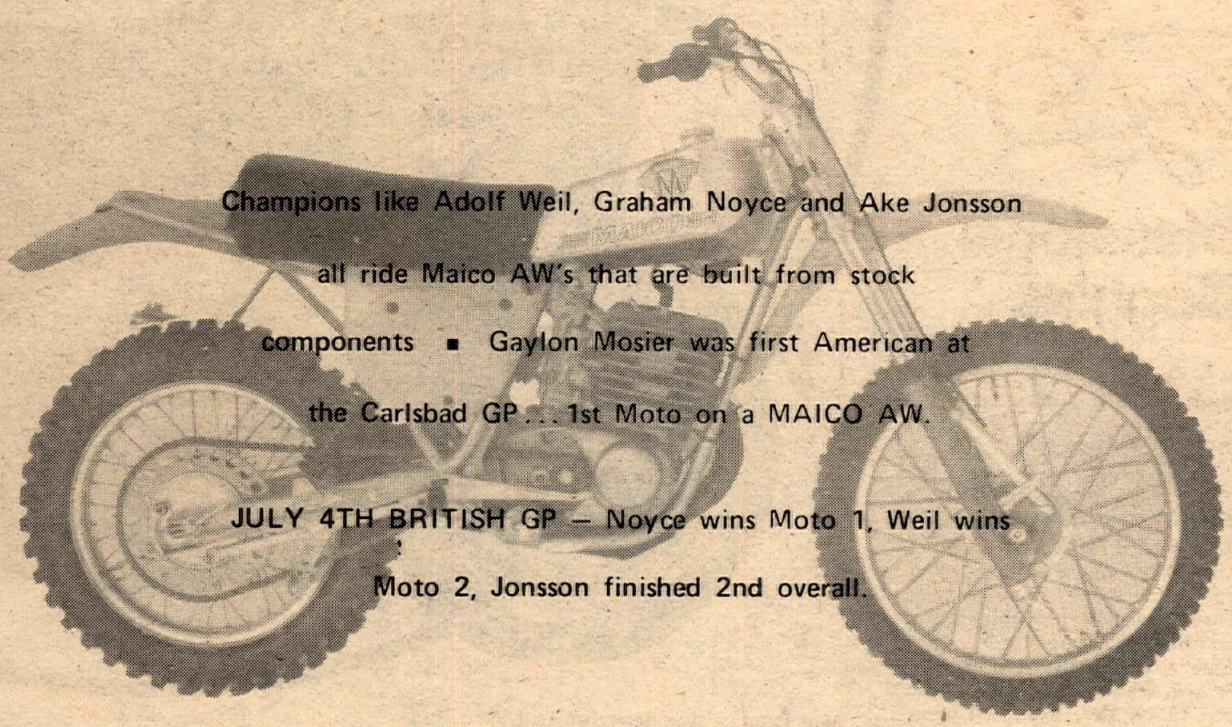

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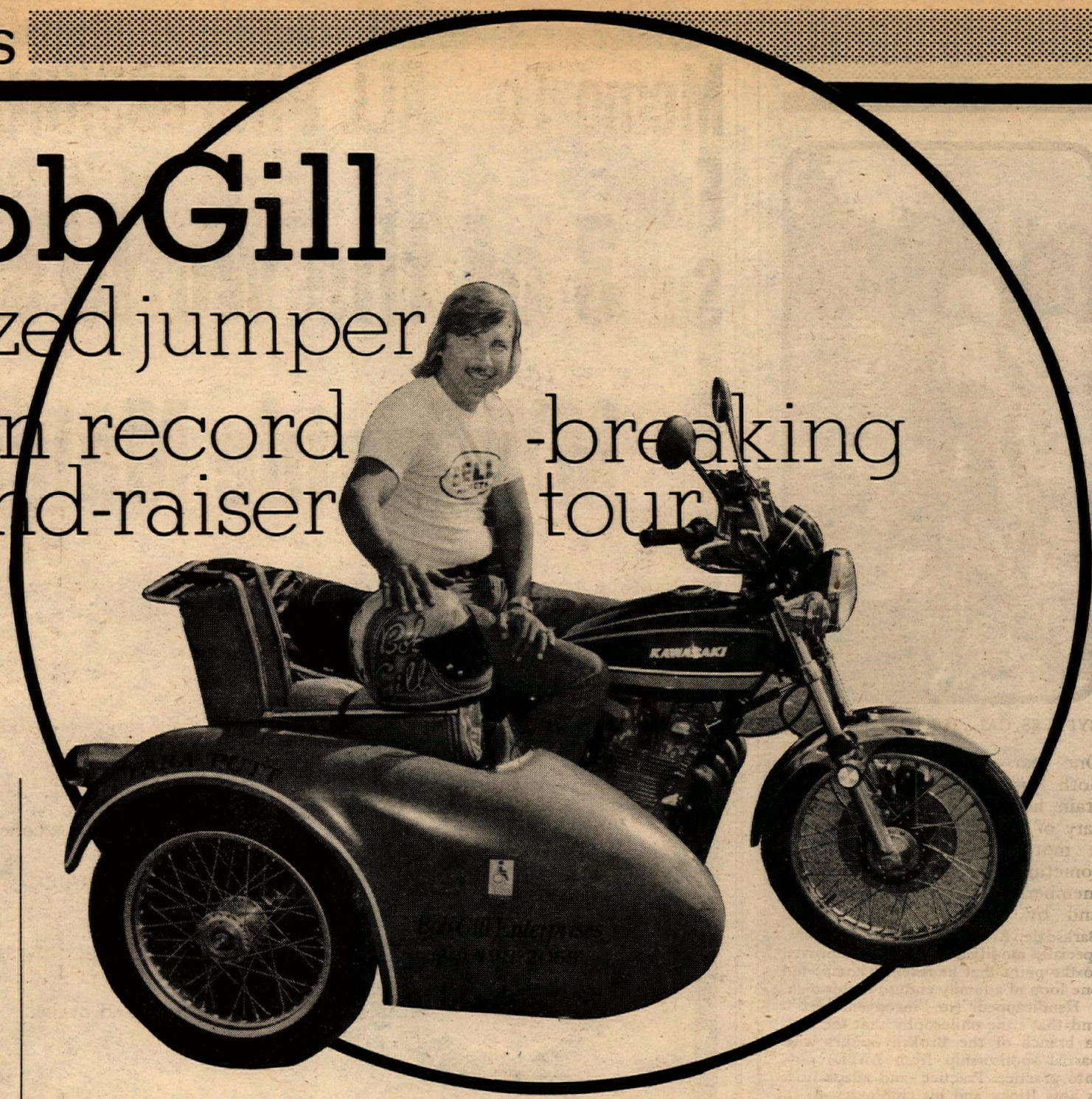
Bob Gill

Paralyzed jumper off on record-breaking fund-raiser tour



ST. PETERSBURG, FLA., JULY 1

From an obscure beginning as a dirt track motorcycle racer in Florida, Bob Gill became the world's highest and longest-flying motorcycle jumper.

Gill, 30 years old, earned the title July, 1974 when he flew a 350cc Kawasaki motorcycle a record distance of 171 feet in Seattle, clearing the tops of 22 cars in a spectacular high speed leap which climaxed three years of careful planning and hard practice.

"I wasn't crazy. I really dug what I was doing. And when I started, I made up my mind to be the best. So I went out and worked for three years to break the record.

"I was not a seat of the pants jumper, relying on luck. I drew a chalk mark on the pavement where I intended to land. At the Cow Palace in San Francisco, I came within a wheel's length of hitting the mark."

His planning and cautious approach to his risky calling provided spectators with many exciting jumps.

But on August 24, 1974, Bob made an error. Not a mechanical or mathematical one, just a plain human error. He misjudged his take off area at Appalacia Lake in West Virginia and was three mph too slow at the ramp attempting to jump over the 200 feet lake, resulting in being a mere 5 feet short, hitting the bank on the other side at 95 mph.

As a result, Gill suffered a broken back and several internal injuries. He is now a paraplegic confined to a wheelchair. The term paraplegic means that he has lost all sensation and movement of his legs. This was the result of his spinal cord injury.

Bob was taken to Morgantown, West Virginia's Medical Center where they did a tremendous job of putting him back together and was released 30 days later. He returned to St. Petersburg for rehabilitation at the Easter Seal Center of Pinellas County. They devoted many hours to Bob and as a result, he regained his strength and was taught to get around in a wheelchair very well.

A year and a half later, Bob Gill is back on his Kawasaki 900 street bike to which he has adapted hand controls and built a special side car to hold his wheelchair. Bob is able to climb on his bike himself and load the chair alone.

Today, Bob is working with the National Paraplegia Foundation and is off on a coast to coast trip on his motorcycle from Florida to California as a fund raising drive for both NPF and the Easter Seal Society of Florida.

The trip will take some 8,000 miles, stopping at various NPF chapters and Easter Seal Centers throughout the country to help inspire some of the young people with similar injuries and let them see that being in a wheelchair does not have to mean you stop living.

All of the funds derived from this drive will be split between the National Paraplegia Foundation and the Easter Seals of Florida, with all of the NPF funds going into the research for a cure to spinal cord injury.

At this point in time the federal government is only funding $100,000 for spinal cord research which does not even begin to cover the field. Gill is shooting for generating over $1,000,000 on his record breaking "Ride for Independence."

The feat began in St. Petersburg, Florida, on July 1, 1976, and will end in Los Angeles, California, on August 4, 1976, which will make Bob the first paraplegic to go coast to coast on a motorcycle. He will then fly back to St. Petersburg, Florida, for the National Convention for the Paraplegia National Foundation.

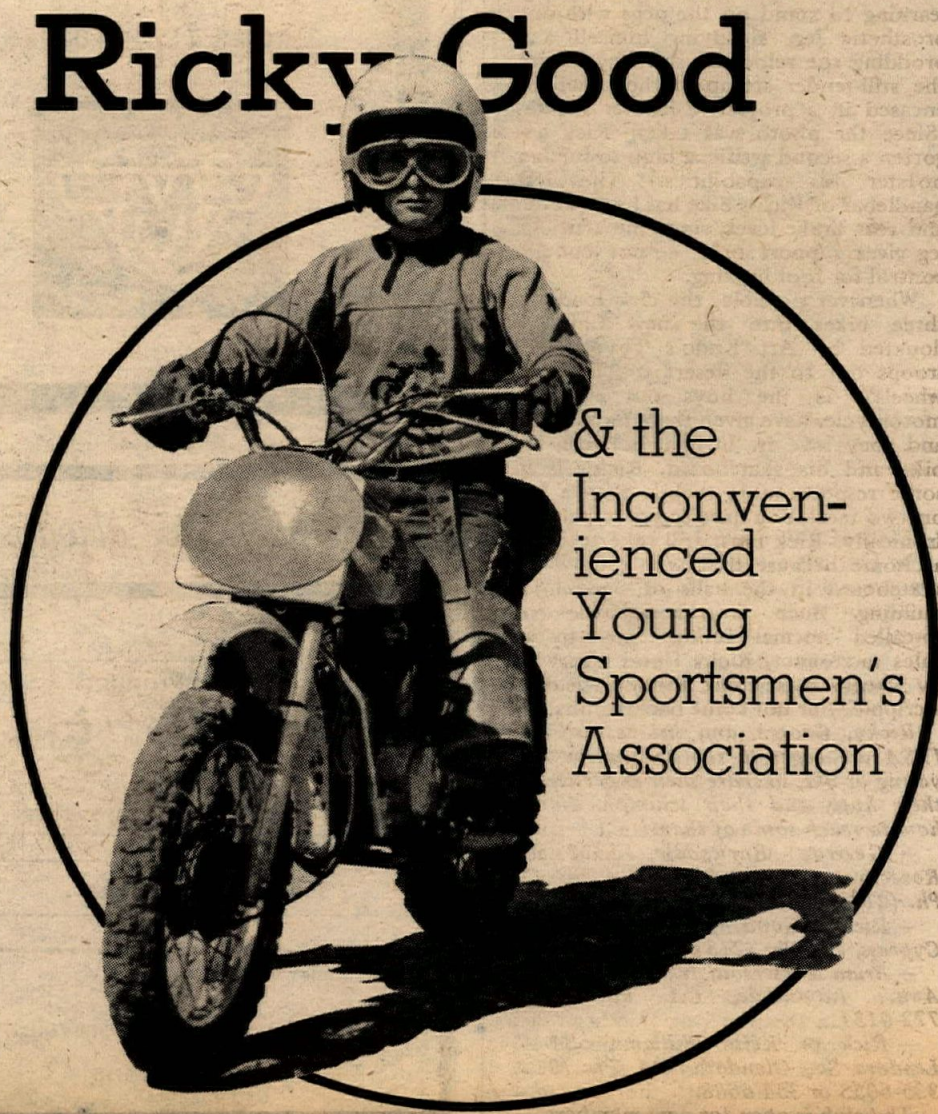
Bob is planning on going into production of these bikes which he calls his "PARA-PUTT" in the near future, so if there are any questions, he can be reached by writing to P.O. Box 20415, St. Petersburg, Florida 33742. ●

Bob's Western Itinerary

St. Louis, Mo; Kansas City, Mo; Wichita, Ks; Ft. Worth, Tx.; Lubbock, Tx; Raton, Tx; Denver, Co; Alamosa, N.M.; Albuquerque, N.M.; Flagstaff, Az; Las Vegas, Nv; Los Angeles, Ca by August 4.

Check with your local NPF or Easter Seal Center for his expected time/date schedule.

Ricky Good



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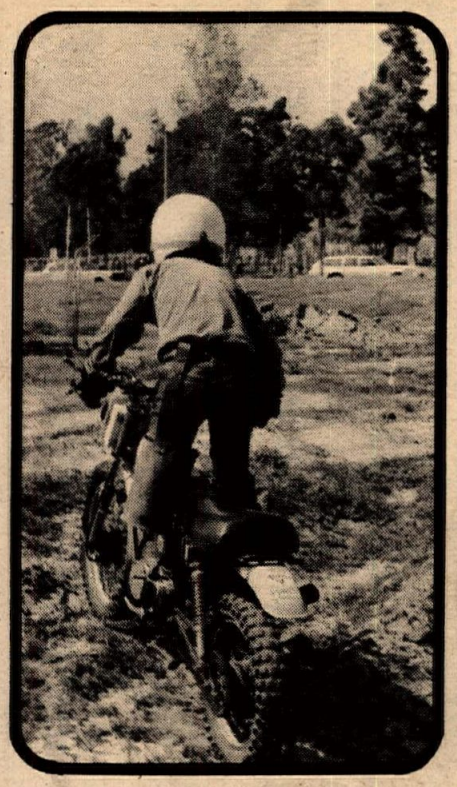

CYPRESS, CAL., JULY 1

One year after Ricky Good lost both legs under the wheels of a train, he "celebrated" the anniversary of the accident by soloing on a motorcycle. Guided, cajoled, sometimes needled by the other members of IYSA (amputees, all) and by their counselor George Barksdale, Ricky's skill with the club's specially modified Suzuki has improved to the point that he recently completed one loop of a family enduro on his own.

Handicapped? No, "inconvenienced"; and that's the philosophy that the club (a branch of the Broken Spokes with partial sponsorship from LAPD) puts into practice. Practice -and adaptation- is how Ricky and his clubmates do it. For a double-amputee like Rick, with limited funds, it has meant riding, learning to stand on the pegs with one prosthetic leg, steadying himself and prodding the relocated shift lever with the still-tender stump of the other leg encased in a protective leather sheath. (Since the photo was taken, Rick has gotten a second artificial limb to further bolster his capabilities.) The left handlebar of Rick's bike has both clutch and rear brake lever, since the artificial leg gives support only — not enough control for foot braking.

Whenever possible, the club loads its three bikes into the new Chinook donated by Art Kudo's Toyota and troops out to the desert to "hike on wheels" as the boys put it. The motorcycles have given them mobility — and they love it. In fact, between his bike and his skateboard, Ricky is in some respects more mobile than a kid on two feet! You have to see to believe. Ironically, Rick must still take tutoring at home because they won't allow his skateboard in the halls of the school building. Such is the mind-set of so-called "normal" folk that to keep the rules sacrosanct, Ricky Good -liberated by wheels- must come hobbling back as a cripple — or not come back. ●

Ricky, George, and the rest of the IYSA are eager to rap with amputees, young or old, to share their experiences, their hurt, and their triumph. Here's how to reach some of them:

— George Barksdale, 1321 W. Rosecrans Ave., Gardena, CA 90247. Ph: (213) 532-9283.

— Ricky Good, 8412 Denni St., Cypress, CA. Ph: (213) 824-1140.

— Brian Masterson, Jr., 15307 Prairie Ave., Lawndale, CA. Ph: (213) 772-0131.

— Rick or Keith Williams, 534 E. Leadora St., Glendora, CA. Ph: (213) 335-6053 or 354-6688.

The club is open for new members.

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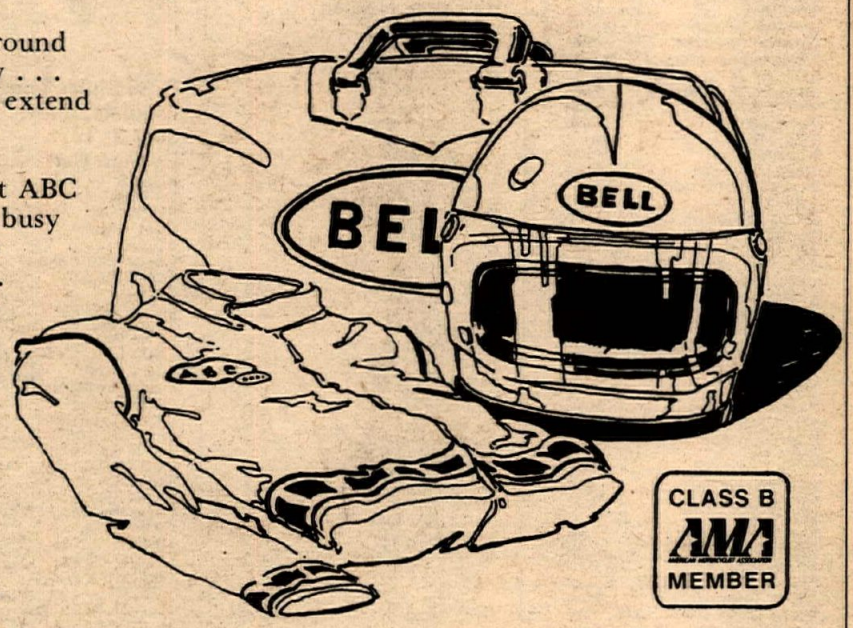

So while you're in the neighborhood it's a perfect time to stop in . . . and let us help you check out and up-date all of your protective gear. And remember the ABC/Bell Contingency Awards Program. We've got our money riding on you too. Call us today . . . and let us know when you'll be in.

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Jim Anderson	-
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Lonnie Nusick	Suz
125 JR A	
David VanEpps	Yam
Tim Fellows	Hon
Pat Ball	Yam
125 JR B	
Mike Rankin	Suz
Ron Lutman	Hon
Steve Coonwood	-
125 JR C	
Gordon Cable	Hon
Randy Sahnow	Hon
Mitch Johnson	Yam
125 INT A	
Jace Craun	Hon
Harry King	Suz
Arne Hettman	Hon
125 INT B	
Tim Michlitsch	Hon
Louie Cornelius	Yam
Tim Johnson	Hon
125 PRO	
Mark Gregson	Kaw
Rick Burgett	Yam
Les Womack	Yam
250 JR	
Paul Wellman	Hus
Scott Lambert	Suz
Doug Mundell	Yam
250 INT	
Mike Tomasini	Yam
Tony Buyas	Suz
Mike Phillips	Yam
250 PRO	
Mark Gregson	Kaw
Rick Burgett	Yam
Les Womack	Yam
OPEN JR	
Bill Naylor	Yam
Jack Yamanaka	Suz
Chuck Chesemore	Suz
OPEN INT	
Reid Goldman	Yam
Darren Johnson	Suz
Mike Crandall	Yam
OPEN PRO	
Rick Burgett	Yam
Rod Kentner	Yam
Barney Newman	Hus
OLD TIMERS	
Bill Naylor	Yam
Jim Newman	Mai
Ron Brown	Yam

MSI Mt. View MX
Sandy, Oregon
July 4, 1976
By Jan Newman

MINI	
David Cooper	Yam
Larry Crow	Yam
Dale Semmler	-
100 JR	
Mike McCormick	Yam
Mike Kates	Suz
Tracey Stapleton	Yam
125 JR	
Ron Lutman	Hon
Mike Chaney	Hon
Scott Greene	Hon
250 JR	
Philip Pomeroy	Yam
Mark Kraft	Suz
Kurt Spack	Suz
OPEN JR	
Mark Ruple	Suz
Mike Hickman	Yam
Mark Kraft	Suz
125 INT	
Dale Olson	Yam
Johnny Bratten	-
Mike McCormick	Yam
TURKEY	
Gene Ford	Yam
Tim Johnston	Hus
Thomas Bryan	Suz

D-35 TT Scrambles
Bakersfield, Calif.
July 3, 1976
By Cosmic Cat & Co.

MINI	
COMBINED	
Mike Yafchak	Yam
Nick Del Rio	Yam
Robert Francesco	Yam
100 NOV	
Tim Martin	Yam
Ronnie Peterson	Suz
Todd Copley	Yam
100 JR/EX	
Danny King	Yam
Rod Roth	Kaw
Frank Schoenbacher	Suz
125 NOV	
Mike Willis	Hon
Jon Forner	Yam
Mike McCoy	Suz
JR/EX	
Kirby Schropshire	Suz
Ron Mendenhall	Hon
Brett Butterfield	Yam
200 NOV	
Robert Bramblett	Hon
200 JR/EX	
Steve Boswell	Yam
Danny King	Yam
David Marrs	Suz
250 NOV	
Rick Roeder	Yam
Brian Astle	Suz
Harry Boudakin	Suz
250 JR/EX	
Frank Adamo	Yam
Roy Knight	Yam
500 EXPERT I	
Joey Brown	Yam
Frank Adamo	Yam
Ken Parker	Yam
500 EXPERT II	
Paul Gates	Bul
Ken Parker	Yam
OPEN EX	
Midge Griffith	Tri
Frank Adamo	Yam
Wayne Schmidt	Yam

Motocross
Ridgerunners $1200
Watsonville, Calif.
July 11, 1976
By Gerry Reagan

WOMENS DIV	
Eprlene Trier	Yam
Debbie Hassier	Hon
OLD TIMERS	
Bob Collins	KTM
Gary Jacques	Suz
Bob Henneuse	Hon
100 NOV	
Jim Williams	Hon
Randy Alvarado	Suz
Steve Wallace	Suz
OPEN NOV DIV I	
Doug Swarthout	Suz
Jon Janofsky	Suz
Mike Jenson	Hus
OPEN NOV DIV II	
David Nance	Yam
M. Callaway	Mai
Barry Brown	Bul
OPEN AM	
Phil Oveland	CZ
Charlie Heastings	Hus
Steve Ratcher	Suz
OPEN EX	
Pat Richter	KTM
Darrell Shultz	Bul
Charlie Halcomb	Hus
250 NOV DIV I	
Ron Powers	Suz
Jerry Heiberger	Suz
Dave Czech	Suz
250 NOV DIV II	
Ted Westover	Bul
Dick Goldsmith	Yam
Rick Lytle	Suz
250 AM	
Tom Denton	Yam
Rich Voss	Bul
Jerry Williams	Bul
250 EX	
Danny Chandler	KTM
Pat Richter	KTM
Darrell Shultz	Bul
125 NOV DIV I	
Dave Dickey	Hus
Dennis Rowedder	Hon
Dick Schumacher	Hon
125 NOV DIV II	
Tom Venuti	Suz
Ken Brumblay	Hus
Brian Bowen	Suz
125 NOV DIV III	
Dennis Dulaney	Hon
Michael Wittwer	Hon
Dan Gomez	Hon
125 AM	
Mike Schalow	Yam
Scott French	Hon
Shawn McConn	Yam
125 EXPERT	
Jim Lesniewski	Hus
Mike Preston	Suz
Mike Marquez	Hus

Speedway Central
Hanford, Calif.
July 2, 1976

HANDICAP MAIN	
Jack Martin	
Tom Ferris	
Jeff Peltier	
SCRATCH MAIN	
Tom Ferris	
Jack Martin	
Grant Salyers	
CHALLENGERS	
Larry Chase	
Larry Heddon	
Brian Bishop	
TEAMS	
SoCal Smokers	10
Taft Tornadoes	8

D-36 Scrambles
Lodi, Calif.
July 2, 1976
By Ann Carr

MINI 80 NOV	
Bryant Gannon	Hon
Joe Knight	Yam
David Boyles	Yam
80 EX	
Fred Merkel	Yam
Tracy Hays	Yam
OPEN JR	
Brad Summers	Yam
Richard Richichi	Yam
OPEN EX	
Tracy Hayes	Yam
John Rabideau	Yam
100 NOV	
Kevin Cisco	Yam
Karl Valdez	Yam
125 JR	
Richard Arnaiz	Hon
Steve Alberdi	Hon
125 NOV	
James Woods	Yam
Charles McCleary	Suz
125 EX	
Don Cantaloupi	Yam
200 NOV/JR	
Fred Winters	Hon
Hal Hook	C-A
Garry Bedford	Yam
250 NOV	
Matt Pemberton	Suz
John Anderson	Suz
Ricky Burton	Gri
250 JR	
John Jones	Yam
Robert Stockdale	Gri
David Tindell	Gri
250 EX	
Kim Jorgensen	C-A
Ken Jackson	C-A
Duane Spence	Yam
360 NOV	
Steve Hageman	Hon
Roy Fisher	Yam
500 JR	
David Tindell	Hon
Don Whitlow	Yam
OPEN NOV	
Kent Ackley	Yam
Rick McNally	CZ
Gary Arnold	Suz
500 EX	
Dennis Spence	Yam
Steve Brandt	Yam
Dallas Davis	Yam
OPEN JR	
Mike McDonald	Tri
Steve Metcalf	Tri
OPEN EX	
John Tavis	Tri
Bob Masters	Tri
Phil Vitalie	Nor

D-36 Short Track
Oakdale, Calif.
July 3, 1976
By Ann Carr

MINIS	
80 NOV	
Mark Key	Yam
Scott Rose	Chap
80 JR	
Larry Dunnagan	Yam
Scott Nugent	Yam
80 EX	
Doug Chandler	Yam
Tracy Hays	Yam
Mike Wilson	Yam
OPEN NOV/JR	
Joe Cutts	Yam
Brian Buzzini	Yam
OPEN EX	
Doug Chandler	Hod
Jeff Mason	Suz
John Rabideau	Yam
100 NOV	
Steve Orozco	Yam
Scott Baker	Yam
Kirk Brewer	Yam
125 NOV	
Robert White	Suz
Monty Latif	Suz
Richard Arnold	Hon
125 JR	
Rolf Greenhill	Yam
Randy Taylor	Yam
Mike Cahoon	Yam
125 EX	
Mitch Davidson	Yam
Brian Thompson	Yam
200 NOV	
Dean Coca	Yam
Rick Rose	Bul
250 NOV	
Jack Grenig	Bul
Matt Blake	Bul
Ken Dunnagan	Hon
250 JR	
Dwayne Ellis	Yam
Don McBride	Suz
Randy Blankenship	Hon
250 EX	
Dave Faria	Yam
Kim Jorgensen	C-A
Roger Slack	Yam
360 Nov	
Guy Mullins	Hon
Dave Bird	Hon
360 JR	
Gary Davis	Yam
John Hegarty	Yam
360 EX	
Carl Yerby	Hon
Chris Hudson	Bul
Jim Mertens	Yam

SRA Speedway
San Diego, Calif.
July 10, 1976
By James Brammer

DIV III MAIN	
Pat Guthrie	
Fireball Bollinger	
Larry Chase	
JR SPEEDWAY	
Louis Kossuth	
Vic Robeldo	
Joe Donaldson	
HANDICAP MAIN	
Steve Lewotsky	
Doug Skiles	
Brad Oxley	
SCRATCH MAIN	
Larry Kosta	
Joe Spisak	
Kevin MacDonald	
HANDICAP CONSY	
Larry Kosta	
Robin Hood	
Rick Huckans	
SCRATCH CONSY	
Brad Oxley	
Skip Kennedy	
Shawn McConnell	

AME Summer Series MX
Valencia, Calif.
July 2, 1976
By Ted Titmas

100 INT	
Kenny Spiker	Suz
Mike Nance	Suz
100 EXPERT	
John O'Mara	Suz
125 BEG DIV I	
Steve Mitchell	Hus
Robin Gapinski	Suz
Steve Panek	Suz
125 BEG DIV II	
Alex Downs	Hon
Frank Tarnatino	Hon
Dan McNally	Hon
125 JUNIOR	
Mark Abler	Suz
Steve Allensworth	Hon
Doug Spiker	Hon
125 INT	
Mark Wiklund	Hon
Paul Lane	Yam
Curt Jensen	C-A
125 PRO	
Willy Simons	FMF
Skeeter Marks	Suz
Bobby Jones	CH
250 BEG DIV I	
Tom Halverson	Suz
Dave Andrews	Oss
Rick Shroyer	CZ
MINI JR	
Todd BauschZ	
Omar Greco	Yam
Tim Schreiner	Hon
MINI INT	
Mike Mercier	Yam
Erik Kehoe	Yam
Randy Fleischer	Yam
MINI EX	
Scott Grose	Yam
Holly Troxler	Yam
George Curnutt	Yam
POWDER PUFF	
Rox Ann Dougherty	Hon
Eileen Alba	Hon
OLD TIMERS	
Joe Brown	Suz
Dick McDonald	Suz
John Tartaglia	Mai
100 BEG	
Dave Halverson	Suz
Brad DeHore	Hod
Kevin Collins	Yam
100 JR	
Loren White	Yam
Ray Scott	Suz
Jeff Kirby	Suz
250 BEG DIV II	
David Sprint	Mai
Richard Arnold	Suz
Mike Bosworth	C-A
250 JR	
Cory Sawyer	Suz
Steve Dalley	Hon
Randy Lewis	Mai
250 INT	
Anglo Cofino	Suz
Phil Greenlief	Bul
Ben Schillici	Mai
250 PRO	
Dave Haugh	Mai
Mark Hateley	Suz
Hal Strauss	Mai
500 BEG	
Kurt Bledsoe	Suz
David Rogers	Suz
Tom Klinkhammer	Suz
500 JR	
Jim Burke	Yam
Russ Motrensen	Mai
David Keith	Suz
500 INT	
Jeff Ellrod	Kaw
Randall Reese	Suz
Mike Antes	Suz
500 PRO	
Tom Claire	Suz
Andy Jannings	Mai
Chris Knowlton	Hus

AMC MOTOCROSS
East Irvine, Calif.
July 2, 1976
By Rex Reese

MINI BEG	
Troy Drake	Yam
Curtis Bingham	Yam
Scott Friel	Yam
MINI JR	
John Whitfield	Yam
MINI INT	
Kenny Allen	-
MINI EX	
Scott Watson	Yam
Jim Fulgham	JBS
Craig Meeks	Yam
100 JR	
Glen Wells	Suz
Pat Kehoe	Hon
100 INT	
Tony Gomez	MM
250 JR	
Mark Petty	JBS
Steve Clark	Suz
Denny Dilkey	Mai
250 INT	
Kenny Meeks	Suz
Jonny Clopton	Hon
Mark Anderson	Hus
250 PRO	
Morris Malone	Hus
Pat Nash	Mai
Greg Barrett	Suz
OPEN JR	
Earl Reinhoehl	Mai
OPEN BEG	
Brian Cathcart	Suz
Jamie Brodie	Bul
OPEN PRO	
Clinton Bartee	Mai
Cal Weber	Mai
Michael Bomer	Suz
100 EXPERT	
Tim Murphy	Hon
Ty Richey	Hon
Mark Marriott	Hon
125 BEG	
Mark Allen	Yam
Steve Vaughan	Hon
Don Morgan	Yam
125 JR	
Mark Margules	JBS
Lance Harrley	Yam
Jerry Lee	TM
125 INT	
John Fallon	Yam
Wayne Wells	Hon
125 PRO	
Gregg Toyama	FMF
Mike Raines	Suz
Bobby Keyes	Yam
250 BEG	
Joe Binckley	Mai
Louis Springer	Yam
Don Shiwinski	Suz

Corona Half-Mile & TT
Corona, Calif.
July 7, 1976
By Elaine Jones

SHORT TRACK	
MINI DIV I	
Chris Gables	Yam
Bobby Garabedian	Yam
Kirk Johnson	Yam
MINI DIV II	
Richard Jones	Kaw
Willy Hamsen	Hon
Mike Abbott	Yam
125 NOV	
Steve Griffith	Yam
Kirk Johnson	Yam
David Cote	Yam
125 EXPERT	
Mike Tidwell	Yam
Steve Polson	Yam
250 NOV	
David DeTemple	Yam
Terry Singleton	Hon
Mark Butler	Bul
250 EXPERT	
Mike Tidwell	Yam
Dylan Neihart	Yam
John Hoffard	Yam
OPEN NOV	
Mark Shelton	Mai
Cliff Miller	Mai
Keith Chrisco	Suz
MONEY	
Gordie Kidd	Yam
Dylan Neihart	Yam
Mike Tidwell	Yam
HALF MILE	
MINI	
Chris Gables	Yam
Bobby Garabedian	Yam
Richard Jones	Kaw
125 NOV	
Kirk Johnson	Yam
David Cote	Suz
Mark Milazzo	Hon
125 EXPERT	
Mike Tidwell	Yam
Steve Polson	Yam
250 NOV	
Terry Singleton	Hon
Shane Racine	Yam
Mike Segedy	Bul
250 EXPERT	
Dylan Neihart	Yam
John Hoffard	Yam
OPEN NOV	
Dave Peters	Tri
Robert Scott	-
Cliff Miller	Mai
OPEN EXPERT	
Eddie Lawson	Yam
Don Driggs	Tri
Denny Aguirre	Kaw
MONEY	
Eddie Lawson	Yam
Mike Tidwell	Yam
Jim Wright	Yam

CMC Motocross
Irwindale, Calif.
July 2, 1976
By Tom Blattler

MINI JR	
Steve Baca	Yam
Tom Maxstadt	Yam
Kevin Bowman	Hon
MINI JR	
Russ Elliott	Yam
K.C. Cole	Yam
Mike Lamon	Hon
MINI EXPERT	
Rick Atkins	Yam
Rex Smith	Yam
Shon Anderson	Yam
100 JR	
Jim Hall	Yam
Quintin Taylor	Hon
Steve Haddon	Pen
125 JR	
David Perez	Hon
Scott Kincaid	Hon
Bob Lumley	Yam
125 JR II	
Gary Wright	Hon
Butch Roberts	Yam
Dave Gomez	Suz
125 JR III	
Larry Serraino	Hon
Mark McPerry	Hon
Jim McIntosh	Hon
125 INT	
Tony de la Sota	Yam
Bill McFarland	Hon
Chuck Okimoto	Hon
125 INT II	
Glenn Page	Hon
Mike Johns	Hon
Robert Evans	Hon
250 JR I	
Paul Sedler	Suz
Tommy Francis	Yam
Joe Crabtree	Yam
250 JR II	
Steve Cedergren	Suz
Don Muraca	Hus
Dan Hilger	Hus
250 INT	
Dennis Brown	Yam
Don Van Tassel	Suz
Steve Marks	Suz
500 JR	
Don Henderson	Kaw
Ed Hartman	Suz
Ray Hill	Kaw
500 INT	
Bob Brammer	Mai
Keith Black	Mai
Shawn Underwood	Yam
OVER 30 GANG	
Gary Colbert	Mai
Steve Loftin	Suz
Jess McIntosh	Yam
125 PRO	
Tim Lunde	Hon
Gary Denton	Hon
John Atwood	Hon
250 PRO	
Bill Rubly	Mai
Jeff Vidic	Mai
Mark Lawrence	Suz
500 PRO	
Bill Rubly	Mai
Luke Messer	Mai
Val Tamietti	Mai

Whitney Hillclimb
Whitney, Texas
July 11, 1976
By Diane Polley

OVERALL	
Mike Jones	Tri
MINI MINI	
David Almond	Yam
Jackie Almond	Yam
John Blanton	Chap
MINI	
Mike Polley	Yam
David Chandler	Hon
Timothy Johnson	Yam
POWDER PUFF	
Teresa Provazek	Bul
Linda Wilhite	Yam
Edna Elkins	Bul
STREET 125	
James Blanton	Hon
Mike Polley	Suz
Tommy Anderson	Suz
STREET 250	
Dean Cruise	Hon
Tommy Anderson	Suz
Mike Ethridge	Suz
OPEN STREET	
Jessie WWhitt	Yam
Carl Kaylor	Kaw
Tim Keefe	Kaw
100	
Charlie Goodnight	Kaw
Mike Polley	Yam
Bart Spears	Kaw
125	
Tracy Davidson	Yam
James Blanton	Kaw
Charlie Goodnight	Yam
200	
Norris Meeks	Bul
Tommy Elkins	Bul
Sunny Holmes	Bul
250	
Duffy Douglas	Yam
Will Alford	Bul
Thurman West	Bul
350	
Will Alford	Bul
Tommy Elkins	Bul
Tony Hudson	Hon
500	
Gary Chandler	Yam
Will Alford	Bul
Henry Polley	Yam
1500	
Gary Chandler	Hon
Walter Humphries	Tri
Tom Hairston	Tri
EXHIBITION	
Tom Hairston	Tri
Gary Chandler	Hon
Walter Humphries	Tri

Texas MX Championship Series; Event No. 1
Mosier Valley Park
Arlington, Texas
June 20, 1976
By D.H. Nielsen

JR MINIBIKE	
Mike Dickey	Yam
Darren Burns	Yam
Jay Zea	Yam
SR MINIBIKE	
Johnny McGee	Hon
Kevin Jones	Yam
Kyle Landrum	Yam
OVER 30	
Ed Terrell	Yam
Earl Cherry	Hon
Jerry Darnell	Hus
100 NOVICE	
Joe Schroeder	Suz
Alan Spry	Yam
Terry Curtis	Suz
125 NOVICE	
Chuck Taylor	Pen
Jimmy Jones	Suz
Stuart Cotton	Hon
125 INT	
Kevin Hawk	Yam
Dennis Bishop	Yam
Neill Cooper	Suz
125 EXPERT	
Mel Newman	Suz
Morris Baker	Hon
Dicky Turnbo	Yam
250 NOV	
Kevin Wingerson	Yam
Joe Clifton	Suz
Jeff Rhodes	Yam
250 INT	
Dennis Bishop	Bul
Brian Wilson	Pen
Wayne Eskew	Hon
250 EXPERT	
Wyman Priddy	Bul
Gene Durham	Pen
Darrell Hollingshead	Hus
OPEN INT	
Benton Wofford	Bul
Jimmy Frye	Suz
Phil Oliver	Suz
OPEN EXPERT	
Wyman Priddy	Bul
Ricky Kidd	Pen
Randall Tarter	Bul

Pleasure Island MX
Pt. Aurthur, Texas
July 4, 1976
By Mark Knowels

MINI BIKE	
Darrell White	Yam
Darin Alexander	Yam
Chris Lange	Yam
OVER 30	
Bobby Guilbeau	Yam
Kenneth Oubre	Yam
Tray Blanchard	Mai
POWDER PUFF	
Beverly Smith	Yam
Melinda Meche	Yam
Pam Presseau	Hon
100 NOVICE	
Don Juneau	Yam
Brandon Barren	Yam
100 AMATEUR	
Jr. Bush	Suz
Darrell Petry	Suz
Bobby Meche	Yam
125 NOVICE	
Paul Conners	Hon
Richard James	Hon
Steve Graham	Hon
125 AMATEUR	
Troy Broussard	Hon
Shannon Ratliff	Hon
Nicky Ryland	Hon
250 NOVICE	
Scott Morgan	Suz
Mark Gailhon	Suz
Mark Riedel	CZ
250 AMATEUR	
Mike Morgan	Suz
Guy Romine	Bul
Tray Blanchard	Mai
OPEN AMATEUR	
Rick Aycock	Yam
John Pursley	Yam
Charlie Arnold	Suz
COMB EXPERTS	
Kelly Donaldson	Hon
Oliver Rutledge	Hus
Terry Guidry	Suz
C. Patin	Kaw

CRC MX
Valencia, Calif.
July 4, 1976
By Mary Majerle

MINI BEG	
Todd Broussard	Yam
Dave Calais	Yam
Sherry Viens	Yam
MINI NOV	
Tony Barbacovi	Yam
John Langhammer	Yam
Omar Greco	Yam
MINI EX	
Steve Wade	Yam
Kevin Grijalva	Rup
WOMENS DIV	
Tandy Jenkins	Hon
Pat Jones	Mai
100 BEG	
Greg Robertson	Yam
Tommy Bence	Suz
Torsten Corum	YZ
125 EXPERT	
Dave Eropkin	PK
Craig Cole	Hon
Geroge Viens	Yam
125 INT	
Jim Sendelbach	Yam
Randy Gauvin	Hon
David Ewing	Hon
125 BEG	
Rolin Gapinski	Suz
Eric Swan	Yam
MMike Price	Suz
125 NOVICE	
Robbie Healy	Hon
Jeff Johnson	Hon
Scott Boek	Hon
250 INT	
Alan Olson	Mai
Randy Lewis	Mai
250 EXPERT	
Hal Strauss	Mai
Dave Haugh	Mai
Craig Osborn	Bul
OPEN BEG	
Mike Delehart	Mai
Rodney Jones	Mai
Chuck Walters	Hus
250 NOVICE	
Ed Rest	Suz
Larry Dixon	Yam
Steve Clark	Suz
250 BEG	
Kevin Olson	Suz
Walt Olson	Suz
David Baker	Suz
VETERANS	
L.G. Hearn	Suz
John L. Wilson	Yam
Alan Olson	Yam
VETS JR	
Barrie Hanson	Hon
Ed Michetti	Hus
OPEN NOV	
Pat Page	Mai
Mark H. Coxon	Yam
Paul Marconi	Yam
OPEN INT	
Otis Montgomery	Mai
Steve English	Suz
Mike Antes	Suz
OPEN EXPERT	
Dave Haugh	Mai
Steve Rawson	Suz
Jim O'Neal	Mai

Capitol City Night MX
Austin, Texas
July 2, 1976
By Greg Labbe

125 EXPERT	
David Daniels	Hon
Ricky Blackwell	Hon
Mel Newman	Suz
Dicky Turnbo	Yam
250 EXPERT	
Roger Brown	C-A
Dicky Turnbo	Hus
Mark Wheeless	Pen
Tim Riddle	Hus
OPEN EXPERT	
Roger Brown	Yam
Dicky Nowell	Pen
Ricky Blackwell	Hus
Tim Riddle	Hus
MINI	
Frank Tello	Yam
Glen Muehlstein	Yam
Jimmy Coggins	Yam
125 NOVICE	
Ron Taylor	Suz
John Shoemake	Hon
John Edgar	Hon
250 NOVICE	
Lloyd Longmire	Pen
Paul Moyer	Kaw
Donald Sietsma	C-A
100 NOVICE	
Dickie Tillman	Suz
Steve Turner	Suz
Bob Murdoch	Yam
INT	
John Williamson	Yam
Russell Powers	Hon
Dearl Croft	Yam
OPEN INT	
Bill Kasson	Pen
Jody Powers	BSA
Mike Alf	Yam

Texas MX Championship Series Event No. 2
Lake Whitney, Texas
June 27, 1976
By D.H. Nielsen

JR MINIBIKE	
Mike Dickey	Yam
Jay Zea	Yam
Darren Burns	Yam
SR MINIBIKE	
Kevin Jones	Yam
Johnny McGee	Hon
Jerry Surber	Yam
OVER 30	
Russell Allen	Mai
Jerry Darnell	Pen
Craig Carlisle	Pen
100 NOVICE	
Keith Jernigan	Suz
Mike Walcott	Suz
Don Burns	Suz
125 NOVICE	
David Greenhill	Pen
Marshall Turman	Suz
Rick Gore	Suz
125 INT	
Dennis Bishop	Yam
David Gaunce	Yam
Brent Dodson	Yam
125 EXPERT	
Dicky Turnbo	Yam
Shaun Kelley	Hon
Steve Schramm	Hon
250 NOVICE	
Jeff Rhodes	Yam
Kevin Wingerson	Yam
Jeff Scates	Yam
250 INT	
Dennis Bishop	Bul
Jimmy Holloway	Suz
Brian Wilson	Pen
250 EXPERT	
David Fox	Suz
Ricky Reamer	Pen
Gene Durham	Pen
OPEN INT	
Jimmy Frye	Suz
Benton Wofford	Bul
Bill Davis	Yam
OPEN EXPERT	
Ricky Reamer	Pen
Gene Durham	Pen
Danny Deset	Bul

CRC Night MX
Indian Dunes, CA.
June 16, 1976
By Mary Majerle

125 EX	
Mark Boren	Hon
Bobby Jones	Hon
250 EX	
Ron Gibson	Kaw
Bob Ridgway	Suz
OPEN EX	
Andy Jannings	Mai
Bret Wilkinson	Kaw
PEE WEE EX	
Tracy Sloan	Ind
PEE WEE BEG	
Kami Stiles	Ind
Ray Swearington	MV
Randy Moody	Ind
JR CYCLE	
Timmy Tomaselli	Ital
Brandon Scheider	Ind
Kirtie Hendrickson	Ind
83 MOD NOV (9-11)	
Doug Gentry	Hon
Bobby Nelson	Yam
Todd Brousserd	Yam
83 INT (12+)	
David Baker	Ital
Randy Fleisher	Yam
Mark Tomaselli	Yam
83 EX	
Jim Holly	Yam
Randy Harden	Yam
Mike Brown	Yam
80 STK NOV (9-11)	
Nick Athans	Yam
E. Michetti	Yam
Tom Stout	Yam
80 STK NOV (12+)	
Shann Lane	Yam
Alex Jud	Yam
John Cole, Jr.	Yam
80 STK INT	
Tim Smith	Yam
Ronnie Eversole	Yam
80 STK EX	
Rusty Wageman	Yam
John Knights	—
0-105 EX	
Randy Harden	Yam
Jim Holley	Hon
Omar Greco	Hon
125 BEG	
Mark Yanda	Hon
John Clares	Suz
Scott Kincaid	Hon
125 NOV	
Steve Shivley	Hon
Mark Casper	Yam
Neil Welfson	Suz
125 INT	
Brad Osborne	Hon
Mark Wicklund	Hon
Mike Antes	Suz
250 BEG	
Alejandro Posca	Hon
David Baker	Suz
David Lee Sprint	Mai
OPEN BEG	
Wiley Seitzler	Suz
Ed Michetti	Hus
250 INT	
Bill Jewell	Mai
Steve Koschak	Mai
250 NOV	
Randy Lewis	Mai
Mike Gosselaar	Suz
Cory Sawyer	Suz
OPEN NOV	
Carl Stewart	Suz
Peter Penland	Suz

AME Mini MX
Valencia, CA.
June 18, 1976
By Shirley

PEE WEE BEG	
Carl Tignino	Ind
Raymond Swearinger	M-V
Greg Anderson	M-V
PEE WEE JR	
Randy Moody	Ind
Kami Stiles	Ind
PEE WEE MOD	
Roy Smith	Ind
Tracy Sloan	Ind
JR CYCLE BEG	
Dean Lonskey	Hon
Roy Smith	Hon
Gary Szilagyi	Hon
JR CYCLE INT	
Trini Camarena	Hon
Mike Kiedrowski	Ind
Scott Zastrow	Ind
JR CYCLE INT	
Tim Tomaselli	Ital
83cc BEG (9-11)	
Russ Wolff	Hon
Tran Ellis	Hon
Mike Foulk	Hon
83 BEG (12-14)	
Andy Meszaros	Hon
Richard Lee	Yam
Nick Larson	Kaw
83cc JR (9-11)	
Todd Broussard	Yam
Rod Stiles	Yam
Nick Athans	Yam
83 JR (12+)	
Debbie Zielke	Yam
Ted Wadlington	Yam
George Karn	Yam
83cc EX	
A.J. Whiting	Yam
Steve Schmitz	Suz
Randy Harden	Yam
100 MINI	
Randy Harden	Yam
Todd Boussard	Yam
Rod Stiles	Yam

Calif. Racing Club
Indian Dunes, Cal.
June 23, 1976
By Mary Majerle

125 EX	
Willy Simons	FMF
Skeeter Marks	Suz
Bill Robertson	Hon
OPEN EX	
Andy Jannings	Mai
Tom Webb	Mai
Noel Woolard	Suz
250 EX	
Dale Tittlemier	RM
Ronnie Gibson	Kaw
PEE WEE	
Randy Moody	Ind
Jeff Gregory	Ind
Tracy Sloan	—
JR CYCLE	
Timmy Tomaselli	Ital
Mike Kiedrowski	Ind
Jeff Barbacovi	Hon
83cc NOV STK (12+)	
Alex Jud	Yam
Omar Greco	Yam
Chip Manning	Yam
83cc NOV STK (9-11)	
Tom Wilson	Yam
Jim Hatley	Yam
Doug Gentry	Yam
83cc MOD EX	
A.J. Whiting	Yam
Joey Dee	Yam
83cc INT MOD	
Mark Tomaselli	Yam
Randy Fleischer	Yam
Holly Troxler	Yam
83 NOV MOD	
Jim Busby	Yam
Tony Barbacovi	Yam
Todd Bausch	—
125 NOV	
Steve Allensworth	Hon
Jeff Johnson	Hon
Joe Buckner	Yam
125 BEG	
Jim Taratino	Hon
Mark Marszalek	Hon
Don Patterson	Yam
125 INT	
Charlie Murauka	Suz
Marty Brown	Suz
Donald Draskovich	Hon
250 NOV	
Jim Sendelbach	Hus
Gary Jackson	Suz
Mike Rochester	Hon
250 BEG	
David Parker	Suz
Rick Shoeyer	CZ
Dave Sprint	Mai
OPEN INT	
Bill Bledsoe	CZ
250 INT	
Greg Draskovich	KLM
VETS JR	
Walt Bird	Hon
Wiley Seitzlem	Suz
Gary Lamb	Suz
OPEN BEG	
Doug Calais	Yam

Manzanita Speedway
Phoenix, AZ.
June 16, 1976
By Becky Powers

MINIS	
Brad Halka	Yam
Donny Smallwood	Hon
125 NOV	
Mike Wilkinson	Yam
Mark Perkey	Hon
Brian Ziegler	Hon
125 AM	
Chip Told	Yam
Mike Brewer	Yam
125 EX	
Larry Carter	Yam
Mark Clay	Hon
250 NOV	
Bobby Boaz	Bul
Mark Siltanen	Yam
Pat Antonides	Yam
250 AM	
Mike Yogerst	C-A
Mike Brewer	Yam
250 EX	
Bob Russell	Yam
500 NOV	
Tony Wilson	Mai
Bob Sanders	Yam
500 AM	
Dennis Morris	Bul
500 EX	
Marlow Parks	Yam
Brad Nicks	Kaw
Mike Plagens	Bul
OPEN NOV	
Terr Azbill	Tri
OPEN AM	
Larry Bechler	Yam
OPEN EX	
Jon Sellers	Tri
Tom Burcham	Yam

AME Minis
Indian Dunes, Ca.
July 2, 1976
By Shirley

PEE WEE STK BEG	
Kenneth Bajczy	Ind
Warren Provost	Ind
Greg Anderson	MV
PEE WEE STK JR	
Carl Tignino	Ind
Randy Moody	Ind
Steven Clinger	Ind
PEE WEE MOD	
Roy Smith	Ind
Mike Giem	Ind
JR CYCLE BEG	
Roy WmithrHon	
Clayton Hill	Ind
Gary Szilagyi	Hon
Mark Foulk	Hon
JR CYCLE INT	
Billy Keffer	Hon
83cc BEG (9-11)	
Richard Ising	Yam
Dave Melito	Yam
Jimmy Horosky	Hon
83cc BEG (12+)	
Joey Bernardo	Hon
Richard Lee	Yam
Andy Meszaros	Hon
John Alexander	Hon
83cc JR (12+)	
Nick Athans	Yam
Debbie Zielke	Yam
Todd Broussard	Yam
Brian Part	Hon

AME Fairgnds. MX
Lancaster, Cal.
June 18, 1976
By S. L. Adams

MINI INT	
Roger Hunsley	Yam
Jeff Spencer	Hon
John Hemme	Yam
MINI JR	
Charles Penny, Jr.	Yam
Robbie Stanley	Yam
Billy Fulmer	Yam
100 JR	
Earl Penny, Jr.	Suz
Jerome Ward	Suz
100 INT	
Kevin LeFebure	FMF
125 JR	
David Mason	Yam
Jerry Hensley	Yam
Todd Ried	Hon
125 JR DIV II	
Rod Maddon	Hon
Danny Himble	Hon
Rich Thomas	Ind
125 JR DIV III	
Soctt Madsen	Yam
Steve Williams	Hon
Randy Doull	Suz
250 JR DIV I	
Brian Bogdananich	Suz
Ralph Collins	Hon
Duane Jackson	Yam
250 JR DIV II	
Tim Fulton	Suz
Ron Sammons	CZ
Ron Devine	Yam
250 INT	
John Lovett	Bul
OPEN INT	
Bill Saylors	Suz
Jeff Daly	Suz
125 INT	
Terry Ducker	Yam
Craig McCammanche	Yam
125 PRO	
Mike Prothro	Yam
Rich Hulsinzer	Yam
250 PRO	
Craig Osborn	Bul
OPEN PRO	
James Keeler	Suz

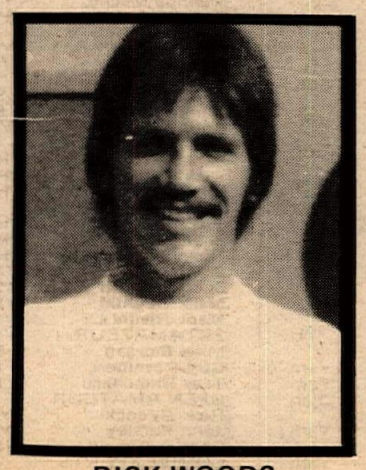
Buffalo Park Speedway
ST
June 26, 1976

65cc	
Bret Rosenberg	
Roger Schellenberger	
Ross Duncan	
85cc	
Buryman Patton	
Roger Shcellenberger	
Steve Perdue	
100cc	
David Langley	
Scott Bibb	
Steve Perdue	
125 TROPHY CLASS	
Mke George	
Corky Wilson	
Ricky Tuck	
250 TROPHY CLASS	
Neil Jones	
James Beddingfield	
Mark Niemi	
125 MONEY CLASS	
Bobby Elliott	
Scott Adams	
Mark Wynn	
360 MONEY CLASS	
Rusty Patillo	
Shon Stovall	
Teddy Head	
OPEN CLASS	
Freddie Spencer	
Bill Orr	
Danny Devers	
0-175 TT CLASS	
Greg Harrison	
Kyle Taylor	
Greg Myers	
176-360 TT	
Larry Pinckert	
Jim Crocker	
Bobby King	

Pleasure Is. Cycle Park
Port Arthur, Tx.
By Mark Knowles

MINIBIKE JR	
Damman Norman	Hon
Les Norman	Hon
J.W. Garren	Hon
MINIBIKE SR	
Les Norman	Hon
100 NOV	
Darrell Petry	Suz
100 AM	
Jr. Bush	Suz
Byron Etie	Suz
Ron Chauvier	Yam
Bobby Meche	Yam
125 NOV	
Donnie Stevens	Yam
Sam Boutte	Hus
Nicky Ryland	Hon
125 AM	
Roger Sjodin	Yam
Steve Smith	Suz
todd McDowell	Hon
Wade Pecorina	Hon
250 NOV	
Mike Heath	Kaw
J.C.Garren	C-A
Caton Cobb	C-A
250 AM	
Barry Meyers	Suz
Ricky Romero	Hus
Randy Desouxmond	Hon
Guy Romine	Bul
OPEN AM	
Jeff McCoy	CZ
Larry Bollons	Suz
Rick Aycock	Yam
OVER 30	
Kenneth Oubre	Yam
Bobby Guilbeau	Yam
Tray Blachard	Mai
Wayland Payne	Hon

TWO CHAMPIONS
WHAT DO THEY HAVE IN COMMON?



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1968-1970-1972

MIKE BAST
1971-1973-1975

★ Both are three time U.S. National Speedway Champions.

★ Although rivals and different in many ways, both are true professionals who demand only the best from themselves and their equipment.

★ Both now specify KRW as their FIRST CHOICE in head protection.

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KRW HELMETS

Dealer Inquiries Invited.

RESULTS

DRA Hare Scrambles
Calif. City, Cal.
July 18, 1976
Unofficial Results
By Dale Brown

OPEN EX
Bob Balentine KTM
Morgan Malocco Yam
Jim Artz Yam
OPEN AM
Scott Pfeiffer Yam
Ron Smith Yam
OPEN NOV
Tom Mattox Yam
Bill Callen Yam
Ken Renaux Hus
OPEN BEG
Ken Kaiser Yam
Greg Branham Yam
T. Muller Yam
250 EX
Benny Padilla Yam
Tom Brooks KTM
Phil Stumbo CZ
250 AM
Neil Crane Yam
Monty Lee Suz
Art Weekly C-A
250 NOV
Thomas Phillips Hus
Curt Richard Yam
250 BEG
Jeff Taylor Yam
Danny Hopkins Hus
Mike Jackson Yam
0-200 EX
Lee Wilson III Hus
Tim Plant DMG
0-200 AM
Steve Rion Yam
Rick Muller DMG
Bruce Bornhurst Hon
0-200 NOV
David Behrens Yam
Kurt Klug Yam
Blaine Midkiff Yam
0-200 BEG
Mike Heyler Hon
Lane Denbox Yam
John Sparks Yam
SR EX
Gordon Schmid Yam
Gus Paull Yam
John Klug Hon
SR AM
M.S. Dyott Yam
Dick Johnson Yam
Keith Soesbe Yam
SR NOV
Ed Denbow Yam
LaVern Garton Suz
Don Wooldridge Yam
SR BEG
Otis Cecil Kaw
PP NOV
Leslie Klug Hon
Lori Farmer C-A
Jolene Payne Yam
PP BEG
Laura Lockridge Yam
Lisa Monson Yam
Jennifer Wilson Hon
MINI
Donnie Morrison Yam
Alan Dryden Hon
Robbie Hickman Hon

Saturday MX
Saddleback Park, Cal.
July 17, 1976
By Danny Raymond

125 PRO
Tony Wanket FMF
Kurt Sofka Yam
Ken Ehlers Hon
250 PRO
Bob Elliott Suz
Greg Robertson Oss
Steve Rhyan C-A
OPEN PRO
Jeff Jennings Suz
Luke Messer Mai
Gene Martin Mai
OPEN JR
Steve Galen KTM
Warren Wright Mai
!†% BEG
Bruce Due Suz
Dave Ferris Hon
David Mendoza Suz
250 BEG
David Callaway Kaw
Robert Rogers Mai
Maurice Marascio Mai
OPEN BEG
Scott Mays Yam
250 INT
Bret Catcptt Hon
Dan McLeod MM
OPEN INT
Rick Larson Mai
H.S. Bernard Suz
MINI BEG
John Wolleson Yam
MINI INT
Bob Doyle Yam
MINI EX
Jim Holly Yam
100 JR
Kelly Olaraer Suz
250 JR
Rick Housel Suz
Dan Bulhart Mai
Don Wickman KTM
125 JR
Bill Myers Suz
Lisa Howard Yam
Gery Muranka Suz

AFM RR
Ontario, Cal.
July 11, 1976
By Elmore Goodright

OPEN GP
Harry Klinzmann Yam
Kaming Ko Kaw
500 GP
Dan Spisak Yam
Vance Breese BSO
Ron Hlavka Yam
350 GP
David Emde Yam
Wally Karpynec Yam
250 GP
David Emde Yam
Mike Baeder Yam
Al Collins Yam
200 GP
Mike Velasco Kaw
David Langford Brd
125 GP
Philippe de Lespinay Yam
Dan Spisak Yam
Jeff Steele Yam
100 GP
Flem Juliussen Kaw
Glen Shopher Yam
Bob Brooks Kaw
50 GP
Bob Nolan M-V
Denny Berg Suz
Mario Caldato, Jr. I-J
125 PROD
Kim Clark C-A
William Mullins Yam
Bill Silver Hon
200 PROD
Steve Epstein Yam
John Chermak Yam
John Hewitt Yam
250 PROD
Mark Komchick Yam
Wally Karpynec Suz
John Chermak Yam
410 PROD
Jay Smith Yam
Dick Fuller Yam
Scott Clough Yam
500 PROD
Fred Koren Hon
Kevin Burke Hon
Jeff Loughridge Hon
750 PROD
Ed Unini Hon
Paul Ritter Duc
David Breetwor Tri
OPEN PROD
Mike Parriott Kaw
Don Gorak Kaw
600 SUPERSTREET
Jay Smith Yam
Scott Clough Yam
Dick Fuller Yam
OPEN SUPERSTREET
Cook Neilson Duc
Lee Fleming Kaw
Emile Mullick Hon
SIDECAR
Lougee/Gipe Hon
Jarnan/Woods Hon
Bakker/Bakker BSA

SRA Speedway
Ventura, Cal.
July 13, 1976

Ventura Sharks 35
LA Sprockets 43
HANDICAP MAIN
Dave Sims
Larry Kosta
Bobby Schwartz
DIV II MAIN
Bobby Hardison
Tom Ferris
Terry Bilton
TOP SCORERS SHARKS
Bobby Schwartz 12
Dave Sims 9
Sonny Nutter 6
TOP SCORERS SPROCKETS
Bruce Penhall 12
Mike Bast 11
Steve Columbo 8

SRA Speedway
Irwindale, Cal.
July 15, 1976

LA Sprockets 43
Bakersfield 35
HANDICAP MAIN
Kevin MacDonald
Gran Woods
Mark Cherf
DIV II MAIN
Cliff Ball
Dick Pruett
Tom Ferris
TOP SCORERS SPROCKETS
Bruce Penhall 14
Mike Bast 13
Gran Woods 8
TOP SCORERS BANDITS
Steve Nutter 9
Jeff Sexton 6
Dubb Ferrgell 6

SRA Speedway
Costa Mesa, Cal.
July 16, 1976

Orange County 43
LA Sprockets 35
HANDICAP MAIN
Alan Christian
Mike Muntean
Rick Woods
DIV II MAIN
Tom Burba
Steve Fergin
Roy Farmer
TOP SCORERS EAGLES
Bill Cody 14
Alan Christian 11
Rick Woods 6
TOP SCORERS SPROCKETS
Mike Bast 12
Steve Columbo 8
Bruce Penhall 7

SRA Speedway
Bakersfield, Cal.
July 17, 1976

Bakersfield Bandits 53
San Bernardino 25
HANDICAP MAIN
Tom Ferris
Dan Toomey
Grant Salyers
DIV II MAIN
Mark Tracy
Dan Fletcher
Jeff Peltier
TOP SCORERS BANDITS
Brian Short 11
Dubb Ferrell 11
Steve Nutter 10
TOP SCORERS SIZZLERS
Larry Shaw 10
Dean Forman 6
Mark Cherry 5

D-36 Short Track
Salinas, Cal.
July 4, 1976
By Burt Dinner

100 NOV
K. Brewer Yam
J. Green Yam
125 NOV
H. Kalisiak Hon
M. Pemberton Suz
200 NOV
D. Dallas Bul
250 NOV
K. Hugill Yam
M. Pemberton Suz
250 JR
K. Robicheaux Yam
P. Iwanaga Yam
250 EX
M. Datan Yam
F. Bennett Yam
360 NOV
F. Garcia Kaw
360 JR
M. Horton Bul
D. McCaslin Bul
360 EX
M. Datan Yam
A. Wood Bul

TROPHY PICKUP

Each listing $1.00 per week. Send to Cycle News, Box 498, Long Beach, CA 90801.

Viewfinders Gran Prix and Moto-X trophy pick up at the Hilltoppers Gran Prix Escape Country Sat., July 31st. Free beer and live band for dancing. Trophy presentation starts at 7:00. Trophies can be picked up after Aug. 1st by calling (714) 645-4178. (29/3x)

DNRA TT Scrambles
Crescent City, CA.
July 3, 1976

TROPHY DASHES
80 BEG
Jim Barnes
80 EX
Drew Roberts
100
Bruce Smylie
125
Terry Himeluright
250
Mark Colgrove
500 Mark Colgrove
OPEN
David Cherry
80 BEG
Jim Barnes
Tracy Gardner
Troy Izatt
80 EX
Drew Roberts
Johnny Miller
Mike Gardner
100 A MAIN
Bruce Smylie
Brian Doland
David Dantzman
100 B MAIN
Ross Hauzer
Joey Gonzalves
Rickey Russell
125 B MAIN
Ross Hauzer
Joey Gonzalves
Rickey Russell
125 A MAIN
Tony Speck
Terry Himeluright
Jeff Cook
125 B MAIN
Brett Scott
Dave Stover
Jim Eldred
250 A MAIN
Mark Colgrove
Jeff Cook
Newt Percy
250 B MAIN
Ken Percy
Chuck Taylor
Alan Mello
500 MAIN
Johnny Beckett
Alan Mello
Randy Bigham
OPEN
Randy Bigham
Johnny Beckett
MONEY RACE
Brett Howard
Mark Colgrove
Randy Bigham

CRC
Indian Dunes, Cal.
June 30, 1976
By Mary Majerle

PEE WEE BEG
Kenneth Bajczy Ind
PEE WEE EX
Tracy Sloan Ind
80 MOD INT (12+)
Randy Fletcher Yam
Mike Mercier Yam
Blake Reynolds Yam
80 MOD NOV (12+)
Tony Barbacovi Yam
Rod Robertson Yam
John Neubauer Hon
80 MOD EX
Darel Francis Yam
Jim Holley Yam
80 MOD NOV (9-11)
Timmy Tomasilli Yam
83 STK NOV (9-11)
Nick Athans Yam
Richard Isisng Yam
Jim Hatley Yam
80 STK NOV (12+)
Shawn Little Yam
Omar Greco Yam
David Benson Yam
OPEN EX
Andy Jannings Mai
Dave Hensche Mai
Skeet Wyman Yam
250 EX
Mark Lawrence RN
Greg Oeach Kaw
Jim Jassand Mai
125 EX
Willy Miller Hon
Bobby Jones Hon
Bill Joyce CH
125 BEG
Alex Downs Hon
Marc Marczalek Hon
Wayne McKelvey Yam
100 NOV
Todd Clark Yam
100 BEG
Tommy Bonce Suz
125 INT
Bradd Osborne Hon
Peter Sbot Hon
Donald Draskovich Hon
125 NOV
Steve Allensworth Hon
Dean Glasse Hon
Gary Keene Hon
OPEN BEG
Pat Kruger Mai
Gary Davis Yam
David Sprint Hus
250 BEG
David Parker Suz
Jeff Warner Mai
Kurt Bledsoe Suz
VETS SR
R. Campbell Suz
Fred ARand Suz
250 NOV
Drew Sidaris Hon
Gary Jackson Suz
Martin Sanett Bul
OPEN INT
Mike Antes Suz
Phil Davy Mai
Bill Bledsoe Suz
250 INT
Greg Draskovich KTM
John GonzalesMai

Benton Lane ST
Junction City, Ore.
July 4, 1976
By Lynne Diltz

TROPHY DASHES
MINI BEG
Darwin Loesch
MINI JR
Don Davidson
MINI EX
Brian Loesch
100 JR
Rich Winningham
100 EX
Bill Davis
125 JR
Ron Henderson
125 EX
Terry Phillips
200
Bill McCormick
250
John Wincewicz
400 AM
Steve Dolezal
750 AM
Phil Harless
400 PRO
Brad Hurst
750 PRO
Larry LeGarra
MINI BEG A MAIN
Darwin Loesch Yam
Kyle Hengles Hon
Clay Clark Yam
MINI JR
Mike Gardner Kaw
John Davidson Yam
Mary Simonsen Yam
MINI EX
A MAIN
Brian Loesch Yam
Ryan Fisher Yam
Andy Bruhn Yam
100 JR
Ton McCallum Suz
Joe Diltz Suz
Stan Grover Hon
100 JR B MAIN
Mike Gardner Kaw
James Wiles Yam
Danny Bolin Suz
100 EX A MAIN
Ton DeCoy Yam
Bruce Smylie Suz
Scott Miller Hod
100 EX B MAIN
Steve Henderson Yam
125 JR A MAIN
Ron Henderson Yam
David Hanson Hon
125 EX A MAIN
John Wincewicz Suz
Steve Copely Yam
Terry Phillips Yam
125 EX B MAIN
Larry Johnson Yam
Mike McCallum Hon
Mark Ingersol Yam
125 EX C MAIN
John Roberts Yam
200 A MAIN
Gary McDowell Bul
Bill McCormick C-A
Jamie Classen Yam
250 A MAIN
John Wincewicz Suz
Scott Lancaster Hon
Phil Harless Bul
250 B MAIN
Terry Phillips H-D
Bill McCormick C-A
Ron Williams Bul
250 C MAIN
Cliff Crawford Bul
John Denney Hon
400 SPORTSMAN
Steve Dolezal Yam
Phil Harless Yam
Mike Romig Hon
OPEN SPORTSMAN
Phil Harless Tri
Ross Roberts Yam
400 PRO
Brad Hurst CZ
Billy Oliver Yam
Steve Dolezal Bul
Craig Scroggins Yam
Mark LeGarra Tri
John Wincewicz Suz
OPEN PRO
Sonny Burres Tri
Gary Davis Bul
Bill Oliver Tri

Fox Hollow MX
Woodburn, Oregon
July 4, 1976

MINI JR
Kyle Hall
Chad Jeffery
Pat Morgan
MINI EX
Doug Foster
100 JR
Wilber Perkins
Wayne Trosper
ARic Tesswian
125 JR A
Eric Lindey
Steve Connrod
Mark Buyas
125 INT
Jeff Jarns
Karl Usher
Keith Berke
125 JR B
Jack Coulter
Pat Ball
Robert Frontis
125 PRO
Gary Racca
Les Womack
Ron Dimro
250 JR
Mike Taylor
Jerry Berggren
Carl Cole
250 INT
Tony Buyas
Mitch Kirkpatrick
Carl Trosper
250 PRO
Rick Burgett
Mark Gregson
Les Womack
OPEN JR
Bill Holtman
Carl Cole
Dennis Robbins
OPEN INT
Darul Staples
Bob Lite
OPEN PRO
Chuck Sun
Rick Burgett
Mark Gregson
OLD TIMERS JR
Chuck Iken
EXPERT OLD TIMERS
Bill Naylors

D-36 Short Track
Fremont, Cal.
June 30, 1976
By W.H. Spencer

80 NOV
Kenny Millsap Yam
80 JR
Brad Howard Yam
80 EX
Doug Chandler Yam
Adam Sabedra Yam
100 JR
Jim Conger Yam
100 EX
Doug Chandler Hod
Dave Rosa Yam
Marvin Lewis Yam
SK CYCLES MATCH QUARTER FINALS
Rocky Malynn Bul
Steve Mertens Yam
100 NOV
Joel Green Yam
Allen Emmons Yam
125 NOV
Eric Watts C-A
Jeff Berry Suz
Bob Trono Yam
125 JR
Keith Day Yam
Mike Fruzen Yam
175 NOV
Mario Ceniceros Yam
Dave Ariki Yam
200 NOV
Jim Foley Bul
250 NOV
Camm Johnson Yam
Dan McCafferty Bul
TEd Mello Bul
250 JR
Ken Robicheaux Yam
Ron Stout Yam
Rocky Robinson Suz
250 EX
Rick Delacy Yam
Dave Faria Yam
Scott Pearson Bul
360 NOV
Mark Eslinger Yam
Al Bunnell Yam
Paul Furbush Bul
360 JR
Lynn George Hon
John Hegarty Yam
Jerry Cerro Yam
360 EX
Don Bailey Yam
Rick Delacy Yam
Steve Carrillo Yam

Class A Speedway
San Jose, Cal.
July 3, 1976
By W.H. Spencer

SCRATCH MAIN
Steve Bast
Mike Ronney
SCRATCH CONSOL
Dennis Robinson
Mike Faria
Paul Orlandi
HANDICAP MAIN
Cliff Ball
Mike Faria
Rich MacMurray
HANDICAP CONSOL
Steve Moore
John Cook
Dave Cooper
DIV II MAIN
Mike Denny
Rick Delacy
Jeff Colard
JR SPEEDWAY
Lance King
Steve Lucero
Jimmie Sizemore
SPECIAL MATCH RACE
Rich MacMurray
Steve Bast (df)

395 TT & H-M
Adelanto, Cal.
July 10, 1976
By Phil Carpenter

TT
Mini
Brian Lay Hon
Troy Richardson Kaw
Joy Beck Yam
TT 125 NOV
sScott Oliver Yam
Stan Kimpston Suz
Jim Barnes Yam
250 NOV
Rex Murdock Suz
Mike Hill Bul
Jim Chapman Kaw
500 NOV TT
Vic Hensley Yam
Gene Lay Hon
125 AM/EX TT
Dylan Neihart Yam
David Cote Yam
250 AM/EX TT
Dylan Neihart Yam
Greg Johnson Yam
OPEN AM/EX TT
Mike Laney Yam
Dave Johnson Yam
Shawn Leipold Yam
TT SWEEPSTAKES
Dave Johnson Yam
Gary Praster Yam
Scott Oliver Yam
HALF-MILE
MINI
Joy Beck Yam
Troy Richardson Yam
125/250 NOV HALF-MILE
Terry Singleton Hon
Scott Oliver Yam
Jim Chapman Kaw
OPEN NOV
Lynn Richardson Tri
Victor Hensley Yam
Rodger Gulledge Bul
125 EX/AM
Dyland Neihart Yam
Steve Davis Hon
David Cote Suz
250 AM/EX
Dyland Neihart Yam
Bobbi Hunter Yam
OPEN AM/EX
Mike Laney Yam
Sahwn Leipold Yam
Darrell Smith Yam

AME MX
Indian Dunes, Cal.
June 27, 1976
By Shirley

PEE WEE BEG
Ken Bajczy Ind
Michael Sanches Ind
Warren Provost Ind
PEE WEE JR
Randy Moody Ind
Carl Tignino Ind
Raymond Swearinger Vil
Kami Stiles Ind
PEE WEE MOD
Roy Smith —
Gary Szilagyi Hon
Clayton Hill Ind
JR CYCLE JR
Dean Longskey Hon
Randy Gatica Ind
JR CYCLE INT
John Langhammer Hon
Billy Keffer Hon
83 BEG (9-11)
Richard Ising Yam
Richard Ising Yam
Larry Brooks Yam
Ricky MacDonald Yam
Mark Spence Yam
83 JR (9-11)
Todd Broussard Yam
Rod Stiles Yam
Eddie Williams Yam
Bobby Simons Hon
83 BEG (12+)
Andy Meszaros Hon
Richard Lee Yam
James Pappe Yam
83cc JR DIV I (12+)
George Karn Yam
Shawn Lane Yam
Tim Schreiner Hon
83 JR DIV II (12+)
Ken Estep Yam
Brian Part Hon
Alex Jud Yam
John Langhemmer Yam
83 JR DIV III (12+)
Debbie Zielke Yam
Gerald Goodwin Yam
Bill Davison Yam
83 INT (12+)
Randy Fleisher Yam
Holly Troxler Yam
Sean Ryan Yam
83cc EX (12+)
Matt Whiting Yam
Scott Grose Yam
Ricky Pearce Yam
100 OPEN
Matt Whiting Yam
Rod Stiles Yam
Chris Parker Hon

SRA Speedway
San Bernardino, Cal.
July 14, 1976

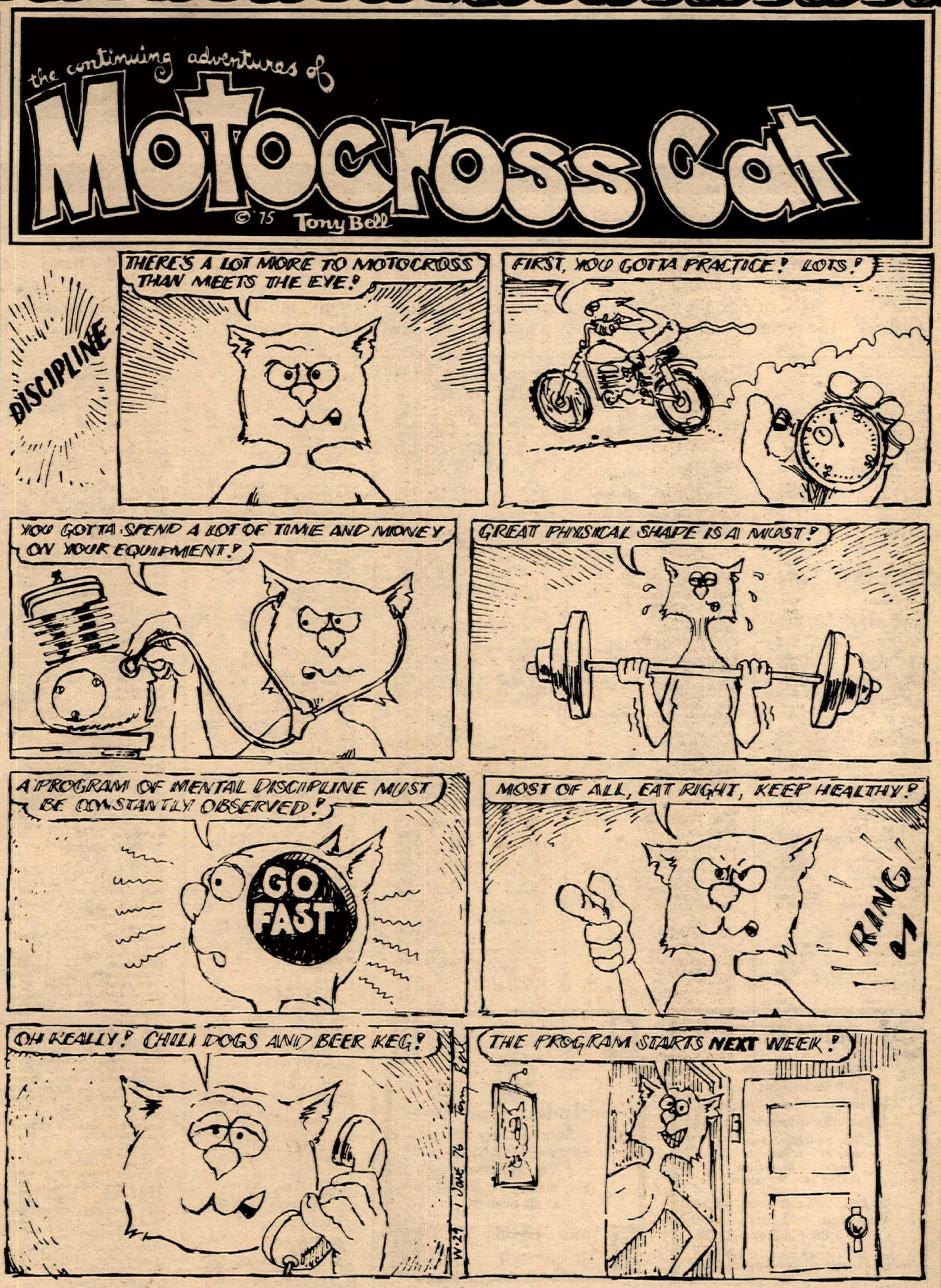
SCRATCH MAIN
Dubb Ferrell
Bruce Penhall
Larry Shaw
Mike Bast
HANDICAP MAIN
Dennis Sigalos
Louis Lindwall
Randy Marsh
Bruce Penhall
Gene Woods
Bobby Schwatz
DIV II SCRATCH MAIN
Tom Ferris
Kurt Strommer
Rick Huckans
Kent Benander
FEATURE MATCH
Ron Preston (over)
Randy Marsh
Dubb Ferrell (over)
Bruce Penhall

Checkpoint MC
Lucerne, Cal.
July 18-19, 1976
By Judy Kinnamon

OPEN AM/EX	
Mitch Mayes	Hus
Max Eddy	KTM
Jeff Kirk	Yam
250 AM/EX	
Larry Roessler	Hus
Bob Rutten	Hus
Brent Wallingsford	Hus
C BIKES AM/EX	
Chuck Carledge	Yam
Bruce Ogilvie	—
Darin Kelsey	Yam
SENIOR	
Bruce Lewellyn	Yam
Jack Froelich	Yam
John Gaetz	Yam
WOMEN	
Trudy Beck	KTM
Barbara Tieskuetter	Suz
June Elias	Yam
OPEN NOV	
Chuck Carson	Yam
Don Wheeler	Suz
Jack Morin	Yam
250 NOV	
Jack Gaetz	Yam
Gary Frederickson	—
Pat Gunther	Hus
C BIKES	
Paul Smith	Yam
Vance Henderson	Yam
Mike Murray	Hus
T BIKES	
Bruce Ellery	Yam
Jarl Wayhne	Hus
Eril Cruz	Yam
BEG	
Kevin Moore	Yam
James Lawrence, Jr.	Hus
Greg Jackson	—
DOUBLECROSSERS MC	
OPEN AM/EX	
Mitch Mayes	Hus
Mike Edmonson	Yam
Jim Sumners	Yam
250 AM/EX	
Larry Roeseler	Hus
Bruce Ogilvie	H-D
Bob Rutten	Hus
C BIKE	
Ed Rodine	Yam
Russell Jenkins	Yam
C. Green	Yam
T BIKE	
Chuck Cartledge	LTY
Darren Kelsey	Yam
Doug Martin	Hod
SR OPEN/EX	
Dick Camp	Yam
Smokebomb Gaetz	Yam
250 AM/EX	
George Walker	C-A
Jack Froelich	Yam
OPEN AM	
Irwin Sinclair	Hus
WOMEN	
Trudy Beck	KTM
Barbara Tieskuetter	Suz
Debbie Graziano	Yam
250 NOV	
Jack Gaetz	Yam
David Albano	Yam
Mickey Tolle	Yam
C BIKE	
Paul Smith	Hon
Mark Menley	Hon
Larry John	H-D
T BIKE	
Bruce Elery	Yam
Rick Davis	YZ
Ray Guilbeau	Yam

CMC Jr/Int MX
Orange, Cal.
July 18, 1976
By Patty Trotter

MINI EX	
Darren Penrod	Yam
Bobby Hart	Hon
Rick Johnson	Yam
MINI JR	
Richard O'Brien	Yam
Ronnie Pinheird	Yam
Dede Cates	Yam
100 JR	
Laddell Eide	BM
Jim Cote	Suz
Denny Vorndran	Yam
500 INT	
David Hensche	Int
Doug Boyd	Suz
Fritz Schlegel	CZ
500 JR	
Less Scheffers	KTM
Bob Bourne	Bul
Michael Bomer	Suz
250 INT	
Chris Burgeson	Suz
Tim Tolar	MM
Ken Morgan	Yam
250 JR	
Stephen Pigage	Mai
Hamilton Barnard	Suz
Brian Hopwood	Suz
125 INT	
Mitch Mushgrave	Hon



Frank Pilato	FMF
Brian McNamara	Hon
125 JR	
Randy Moreno	Yam
Eric Coffin	MM
Brett Meyer	MM

W/ERA Road Race Nat'l
Ontario, Cal.
July 17-18, 1976

50 GP	
Jeff Parriott	F-Suz
Rudy Renosa	Suz
Jim Ahrens	Sac
125 GP	
Greg Cassidy	Yam
Jake Manning	Yam
Sam McDonald	Yam
200 GP	
Mike Velasco	Kaw
Don MacMullen	Hon
Wayne Kiba	Yam
410 PROD	
Scott Clough	Yam
Bob Crossman	Yam
Ken West	Yam
Slaughter	Yam
Gary Saunders	Yam
Kuesel	Yam
750 STK PROD	
Steve Langford	—
Simmons	—
OPEN STK PROD	
Miles McLain	Kaw
Schaeffer	—
410 MOD PROD	
Clay Rice	Yam
Scott Clough	Yam
Jay Smith	Yam
Dean Cognito	Yam
750 GP	
David Emde	Yam
Whitney Blakeslee	Yam
Harry Klinzmann	Yam
Kaming Ko	Kaw
250 STK PROD	
David Highbee	C-A
Smith	Bul
Richard O'Reilly	Yam
250 GP	
David Emde	Yam
Harry Klinzmann	Yam
Phil McDonald	Yam
Bruce Hammer	Yam
Wally Karpynec	Yam
350 GP	
David Emde	Yam
Phil McDonald	Yam
Bruce Hammer	Yam
750 MOD PROD	
David Breetwor	Tri
Emil Mullick	Hon
Carry Koeshgerian	—
OPEN MOD PROD	
Mike Parriott	Kaw
Jim Haberlin	Kaw
Mike Velasco	Kaw
0-650 CAFE	
Dick Fuller	Yam
Scott Clough	Yam
Jay Smith	Yam
651-1300 CAFE	
Jim Haberlin	Tri
Emil Mulick	Hon
Willy Scheffer	Kaw

CALENDAR

Calendar listings are a free Cycle News service. Check on an event by calling the phone number listed before going. Information, changes, and cancellations are the sole responsibility of the promoters. All information MUST be in writing. We will not accept calendar items without the name and current phone number of the person sending us the information. We are absolutely not responsible for any information given over the phone. We reserve the right to edit all calendar listings and to reject information not meeting our guidelines. All calendar items must arrive by noon Thursday for the following week's issue.

July 21

D-36 SEMI PRO SHORT TRACK
Fremont Raceway, Fremont, Calif. SK Cycles $500 match race. Gate open 4 pm, prac. 5, race 7 pm. $4 ride, $3 watch. 415/327-4461.

July 22

CMC NIGHT MX
Fremont Rcwy., Fremont, Calif. Gate open 4:30 pm, race 7 pm. Entry $6 post. All classes. 166% Ex. p.b. 30% brass. $3000 med. ins. 415/881-1039, 278-4269.

NSL & SRA SPEEDWAY
Irwindale Raceway, Irwindale, Calif. Take 210 Fwy. to Irwindale Ave. Starts 8 pm. Entry $5. National Speedway League. Adm. $3.50 adults, Jr. (13-16) $2.50. Kids 8-12 $1. 213/334-4949.

CMC MOTOCROSS
Ascot, Gardena, Calif. Gate open 5 pm, prac. 6-7, race 7:30. Admission $3. HS students $2. Free parking. Trophies & prizes. 213/323-1142.

July 23

D-36 SEMI PRO TT
Lodi Cycle Bowl, btwn. Stockton & Lodi, CA. E. 8 mi. Rd. exit, North Frontage, to end Morse Rd. Sign up 5-7:30 pm, race 8 pm. Entry $4. High Pt. prac. 6:30-7:30 pm. Lodi MC. 209/931-3722, 368-7182.

AMA HALF-MILE
Manzanita Speedway, 35th Ave. & Broadway, Phoenix, Ariz. Starts 8 pm. Full Pro/Ex/Jr/Nov program. $1200 puse. 602/276-7575.

AMC NITE MX
O.C.I.R., East Irvine, Calif. Gate open 5 pm, prac. 6, race 7:30 pm. All entries $6. Free rider gate. 200% p.b. to Pros (inc. minis & 100). $3000 med. ins. 714/581-2778.

CMC MX
Seattle International Raceway, 5 mi. E of Auburn, Wash. off Hwy. 18. Starts 7 pm. Entry $4 mini, $5.50 Jr/Int, $8 Pros. 100% Pro p.b. 206/631-1550.

CMC NIGHT MX
Irwindale Rcwy., Irwindale, CA. Gate open 4:30 pm, prac. 6-7, race 7:30. Entry $6 per class. Watch: $3.50 adults; $2.50 Jrs., $1 kids 8-12 yrs. 213/334-4949.

CMC SEMI PRO ROUGH SCRAMS
Sand Hill Ranch, Brentwood, Calif. Sign up 3-5:30 pm, race 6. 100% Ex. p.b. + $15. 415/634-3328, 634-2086.

R.A.C.E. MX
Corona Rcwy., Corona, Calif. Fwy. 91 to Pierce or Magnolia Ave. Prac. 6 pm, race 7 pm. Entry $5. 200% Ex. p.b., 30% brass. Contingencies. All classes. 714/735-1705.

AMA CLASS A SPEEDWAY
Cal-Expo, Sacramento, Calif. $1225 purse. Starts 8:15 pm. Adm. $3.50 adults.

PERRIS TT
Perris Raceway, Perris, Calif. Gate open 6 pm, prac. 7:30, race 8 pm. Entry $3 plus gate. PO Box 371, Perris, CA 92370. 714/657-3678, 657-8917.

July 23-24

BLM MEETING
Bakersfield Dist. Multiple Use Advisory Comm. Bishop, Calif. Bank of American Conf. Rm. & Westerner Motel Conf. Rm. Field tour of Eureka Dunes (supply own transp.) discussion on re-chartering Eureka Dunes plan. Open to public. For oral stmnt. Chmn. Homer Harrison, c/o Bakersfield Dist. Mgr., BLM, 800 Truxton Ave., Bakersfield, CA 93301 by July 22.

July 24

OLY SUPERBOWL OF MX
Los Angeles Coliseum, downtown Los Angeles. STarts 8 pm. AMA/FIM event. Tickets $10-$7.50/Victory Circle $15. 213-747-7111.

D-36 TT & ST
Willow Creek Park, Willow Creek, CA. Hwy 299 to Willow Creek, turn at Chevron Sta. to Pk. All classes & minis. Sign up 4:30 pm, race 6 pm, 100% p.b. Entry $8/$12 Ex. Far West MC. 707/822-3654, 443-8031.

D-36 SEMI PRO ST
Pioneer Rodeo Grnds., btwn Oakdale & Escalon off Hwy. 120 then S on Pioneer Ave. Sign up 4-6 pm, prac. 4:30-6, race 7 pm. Entry $3.50/Semi Pro $6. 100% p.b. Oakdale MC. 209/869-1457.

SRA DIV II SPEEDWAY
South Bay Park Speedway, Chula Vista, Calif. S on I-805 from Chula Vista past Palm, take Otay Mesa Rd. exit & go E 5 mi. Gate open at 6 pm, races at 8. 714/420-7414.

ELSINORE TT
Elsinore Raceway. Hwy. 71 at Lugonia, Lake Elsinore City, Calif. Beg-Ex. sign up 6 pm, prac. 7, race 8 pm. Gate $2, race $3. 20% brass. Clubs & groups ride own class. 714/674-5383, 826-2386.

BMMC SHORT TRACK
Triangle Speedway, 2 mi. SW of Hermiston, Ore. on Westland Rd. Prac. 7 pm, race 8 pm. Entry $3 per class. 100% cash or brass p.b. Class C tires, sil. req. Blue Mtn. MC, Box 590, Hermiston, Ore. 503/567-5744.

HARLEY-DAVIDSON SALUTE TO AMERICAN MOTORCYCLING
Los Angeles Memorial Coliseum, Los Angeles, Cal. Free admission. Vintage bikes, comp. machines, show bikes. Open 10 am to midnight. 213/937-6211.

AMA CLASS A SPEEDWAY
San Jose Fairgrounds, San Jose, Calif. $1225 purse. $4 watch, $1 kids. 415/327-4461.

CMC SEMI PRO MX
Action Raceways, Redding, Calif. S 99 to Clear Creek Rd., W 8 mi. to water tower, L at Cloverdale Rd., 3 mi. to track. Gate open 4 pm, race 7:30 pm. Entry Ex/Pro $15; Nov/Am $8; Pee Wee $4. 100% Ex. p.b. 916/241-1100.

CENTRAL

D-20 AMATEUR FLAT TRACK
Buffalo Park Speedway, 2 mi. W of 135E on Beltline Rd. in Carrollton, Texas. Pits open 6 pm, race 8 pm. 214/241-9135, 242-8117.

July 25

D-37 HARE SCRAM
Camp Rock Rd., Lucerne Valley, Calif. Start 9 am. Entry $7. 5th Annual Bota Run, Bota Bag contest Sat. 8 pm. Beg. go 1 loop. 2-36 mi. loops. Limed from Y Cafe. Spokbenders MC. 714/897-9745.

CRC MOTOCROSS
DeAnza Cycle Park, Sunnymead, Calif. All classes. Gals & minis welcome. 3 motos Sptsmn., 2 long motos Ex. Cash to Ex. 30% brass to others. Free camping. $10/$12 Ex., $6/$8 Sptsmn. entry. Gate open 7 am, race 9:30. 213/830-7519.

AMC MOTOCROSS
Saddleback Park, Orange, CA. Gate open 7:30 am, prac. 8-9, race 9:30. No mail entry. $7/$12 post, $2 extra non-memb. $3000 med. cov. 30% same day brass. 100% Pro p.b. 714/581-2778.

D-36 SEMI PRO HALF MILE
San Jose Fairgrounds, San Jose, Calif. All classes & minis. $5 pre entry, $7.50 post. $5 pit pass, $3.50 gen. adm. Open 7 am, prac. 9:30, race 11:30. 415/327-4461.

CMC SEMI PRO MX
Sand Hill Ranch, Brentwood, Calif. Gate open 7 am, race 9. CMC cd. req. 100% p.b. to Ex., 30% brass. Entry $8/$15 Ex. Sil. req. Rt. 2, Box 143c, Brentwood, Calif. 94513. 415/634-3328, 634-2086.

ITA TRIALS
Saddleback Park, Orange, Calif. Starts 9:30 am, sign up 8:00 am. Entry $5, $7 non-memb. Ex, Am, Nov, Beg, Sr, Kids. 10 sec., 4 loops. 714/879-0570.

HI DESERT MX EZ GRAN PRIX
395 Cycle Park, Adelanto, Calif. 100% starter brass to Beg. & Nov. 100% p.b. to Ex. $10 mail to Drawer 1220, Victorville, Calif. 92392. $14 post. 2 mi. cse. All classes. ON camping free. 714/246-6109.

AME SUMMER MX
Indian Dunes, Valencia, Calif. Gate open 7 am, sign up 7-8:30, prac. 8, race 9. Entry $7 mail, $10 post/Pros $12 mail, $15 post. Memb. req. 100% Pro p.b., 30% brass, gate prizes. $4000 med. cov. AME, 1421 Reseda Blvd., Reseda, Calif. 213/881-5778.

SRA DESERT TEAM RACE
Limed 7 mi. N of Adelanto, Calif. on Hwy. 395. Short cse, 2-hr. races start 7 am for all classes. Switch every lap—either 2 riders on 1 bike or 2 bikes. Entry $8. Non SRA memb. $10. 213/320-1015.

BOSS CMC SEMI PRO MX
Sunnyvale PAI Track, Alivso Rd. in Milpitas, W to Caribbean Dr., R 2 blks to track on R. Race 9 am. Entry $8/$15. $500 guar. Pro purse, 30% brass. All classes. 916/635-5240.

SHORT TRACK
Flagstaff, Ariz. Koch Field. Prac. 10:30 am, race noon. Entry $5/$10 Ex. 100% Ex. p.b. All classes. 602/779-2475.

D-35 MOTOCROSS
Spillway Park, Santa Maria, Calif. Hwy. 101 to Broadway exit, follow signs into riverbed. Sign up 7-race 9. Entry $5/$11 Ex. Free camping, 100% Ex. p.b., same day brass. $4000 med. ins. 805/937-6171.

CMC ROAD RACE
Willow Springs, Calif. Hwy. 14 to Rosamond Blvd., 5 mi. All classes, GP, Prod., 4/stroke, GP, Cafe. Double points meet. Prize money & brass. Gate open 7 am, prac. 9, race noon. Pre entry $15/$17 post. CMC, 3407 W. Olive, Burbank, Calif. 91505. 213/842-7433.

CMC MOTOCROSS
Argyll Park, Dixon, Calif. Gate open 6:30 am, prac. 8, race 9:15. All classes inc. OT, Women, minis. Entry Ex. $15 post only. All other classes $7 mail/$9 post. 100% Ex. cash p.b. All others 30% brass. $3000 med. ins. Norcal MX. PO Box 1918, San Leandro, Calif. 94577. 415/881-1039, 278-4269.

D-36 MOTOCROSS
Prison Hill, Carson City, Nev. T-Car exit E of Carson City — go 1 mi. past T-Car. 8 week summer Hi Point series. Sign up 6:30-7:30, Prac. 7:30-8:30, race 9 am. Entry Nov/Am $9, Ex. $20. Semi-Pro p.b. All classes, minis, OT, PP brass. $3000 med. ins. R TEAM, 6325 Blackwood Rd., Sun Valley, Nev. 89431. 702/673-1124.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, Ca. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. Entry $7 J/I mail, $10 post. Pro $12 mail, $15 post. Mail entry no later than Fri. morn. before event. CMC lic. req. $3000 med. cov. PO Box 1402, Costa Mesa, Ca. 92626.

July 29

BLM LAND USE MTG.
Albuquerque Dist. Multiple Use Advisory Board, at BLM Dist. Office, 3550 Pan American Fwy., N.E., Albuquerque, N.M. ORV use on agenda. Starts 7:30 a.m., with field tour of Rio Puerco Area.

NSL & SRA SPEEDWAY
Irwindale Raceway, Irwindale, Calif. Take 210 Fwy. to Irwindale Ave. Starts 8 pm. Entry $5. National Speedway League. Adm. $3.50 adults, Jr. (13-16) $2.50. Kids 8-12 $1. 213/334-4949.

CMC NIGHT MX
Fremont Rcwy., Fremont, Calif. Gate open 4:30 pm, race 7 pm. Entry $6 post. All classes. 166% Ex. p.b. 30% brass. $3000 med. ins. 415/881-1039, 278-4269.

July 30

CMC SEMI PRO ROUGH SCRAMS
Sand Hill Ranch, Brentwood, Calif. CMC cd. req. First race 6 pm. Entry $6 all classes. 100% p.b. to Ex. +$15 added, 30% brass others. Gate open 3 pm. 415/634-3328, 634-2086..

R.A.C.E. MX
Corona Rcwy., Corona, Calif. Fwy. 91 to Pierce or Magnolia Ave. Prac. 6 pm, race 7 pm. Entry $5. 200% Ex. p.b., 30% brass. Contingencies. All classes. 714/735-1705.

PERRIS TT
Perris Raceway, Perris, Calif. Gate open 6 pm, prac. 7:30, race 8 pm. Entry $3 plus gate. PO Box 371, Perris, CA 92370. 714/657-3678, 657-8917.

CMC NIGHT MX
Irwindale Rcwy., Irwindale, CA. Gate open 4:30 pm, prac. 6-7, race 7:30. Entry $6 per class. Watch: $3.50 adults; $2.50 Jrs., $1 kids 8-12 yrs. 213/334-4949.

D-36 SEMI PRO TT
Lodi Cycle Bowl, btwn. Stockton & Lodi, CA. E. 8 mi. Rd. exit, North Frontage, to end Morse Rd. Sign up 5-7:30 pm, race 8 pm. Entry $4. High Pt. prac. 6:30-7:30 pm. Lodi MC. 209/931-3722, 368-7182.

AMC NITE MX
O.C.I.R., East Irvine, Calif. Gate open 5 pm, prac. 6, race 7:30 pm. All entries $6. Free rider gate. 200% p.b. to Pros (inc. minis & 100). $3000 med. ins. 714/581-2778.

CMC MX
Seattle International Raceway, 5 mi. E of Auburn, Wash. off Hwy. 18. Starts 7 pm. Entry $4 mini, $5.50 Jr/Int, $8 Pros. 100% Pro p.b. 206/631-1550.

SADDLEBACK
Saturday Motocross
$3,000 Medical Insurance
2-30 minute motos — Jrs. & Beg.
2-40 minute motos — Int. & Pros.
July 24 — Motocross
July 31 — Motocross
August 7 — Motocross
August 14 — Motocross
24 hour Info call 714-830-8010
Gate opens 7:30, Practice 8:00, Race 9:00, Finished by 2:30
Beg., Jrs., Int., $8.00, Pros. $13.00
No membership or mail entry required.
Not affiliated with Saddleback Park

Race with AME
AMERICAN MOTORCYCLE EVENTS
—Indian Dunes—
Sunday, July 25
Every Friday Night
+ Youth Division
(Pee Wees thru Minis)
at all events
info: 213-881-5778

CRC
Combo Cross
Sunday, August 1st
INDIAN DUNES
1 — 45 min. race on extended course
714-689-6114

BOOGIE!!

CRC Race Schedule
213-830-7519
July 25 — De Anza
Aug. 1 — De Anza
Aug. 8 — Escape Country

AME MOTOCROSS
Antelope Valley Fairgrounds, Lancaster, CA. Antelope Valley Fwy. to Ave. I, E to 3rd St. E. N to gate. Gate open 4:30 pm, race 6:30. Entry $7/$12 Pros. Cash to Pros, 30% brass. No Beg. class. 805/942-2671.

July 31

TT SCRAMBLES
JC Fairgrounds, Blythe, Calif. I-10 to Intake, N 1 mi. to Riverside Dr., turn E 1 mi to FG. Gate open 6 pm, race 8 pm. Entry $7. Super brass. 714/922-6786.

D-36 TT SCRAMBLES
Lodi Cycle Bowl, Lodi, Calif. All classes, mini-Open. Semi Pro 100% p.b. Benefit brass. Special plate race for $50. Sign up 3:30-6 pm, prac. 4:30-6, races at 7 pm. $2.50 to watch. Benefit for Dameron Hospital Burn Unit. Stockton, Lodi, Port Stockton, Stockton Scramblers MC. 209/477-8534, 931-3722, 368-7182.

CMC SEMI PRO MX
Action Raceways, Redding, Calif. S 99 to Clear Crrek Rd., W 8 mi. to water tower, L at Cloverdale Rd., 3 mi. to track. Gate open 4 pm, race 7:30 pm. Entry Ex/Pro $15; Nov/Am $8; Pee Wee $4. 100% Ex. p.b. 916/241-1100.

PERRIS TT
Perris Raceway, Perris, Calif. Gate open 6 pm, prac. 7:30, race 8 pm. Entry $3 plus gate. PO Box 371, Perris, CA 92370. 714/657-3678, 657-8917.

SRA DIV II SPEEDWAY
South Bay Park Speedway, San Diego, Cal. I-805 S from Chula Vista, take Otay Mesa exit. Go 5 mi. E. Gate open 6 pm, race 8 pm. 714/420-7414.

ELSINORE TT
Elsinore Raceway. Hwy. 71 at Lugonia, Lake Elsinore City, Calif. Beg-Ex. sign up 6 pm, prac. 7, race 8 pm. Gate $2, race $3. 20% brass. Clubs & groups ride own classes. 714/674-5383, 826-2386.

TMRA SHORT TRACK
Benton Lane Park, N of Eugne, Ore. to Jct. City, W on 99W to Benton Lane Pk. Prac. 6—race 7. Entry $4/$6 Pros. 2 Pro classes go for $800 guar. purse. 503/998-8472.

CENTRAL

D-20 AMATEUR FLAT TRACK
Buffalo Park Speedway, 2 mi. W of 135E on Beltline Rd. in Carrollton, Texas. Pits open 6 pm, race 8 pm. 214/241-9135, 242-8117.

July 31-Aug. 1

HILLTOPPERS GRAND PRIX
Escape Country, Trabuco Cyn., Calif. Entry closes July 15. Limted entry. Mail $12/post $25. 2 sase to Hilltoppers MC, 6340 Indiana, Long Beach, Calif. 90805. For into. 213/428-4971, 714/898-4557.

August 1

MOTORCYCLE SWAP MEET
Great Western Exhibit Center, Santa Ana Fwy. at Atlantic on Eastern Ave., L.A., Calif. 9 am-2 pm. Selling spaces $8. R.G. Canning's Show Headquarters, PO Box 400, Maywood, Calif. 90270. 213/588-7310.

KAWASAKI GRAND NAT. BMX
Saddleback Park, Orange, Calif. Gate open 8 am, race noon. Race fee $3, gate $1. IBMX Dbl. Pts. Special PP/Side hack & team class. Saddleback Park, PO Box 2422, Orange, CA 92669. 714/558-1584. Rich Kimball.

CRC COMBO CROSS
Indian Dunes. 1 — 45 min. race on an extended course. Gates open 7 a.m., prac. 8:00, 1st race 9:30. 714/689-6114 (days).

ELKS 7th ANNUAL POKER RUN
Long Beach Elks Lodge, 4101 E. Willow St., Long Beach, Calif. 90815. From San Diego Fwy., take Lakewood Blvd. S & turn R at first traffic light. Lodge is ½ blk. on R. Sign in 8:30-11 am. Entry $4. Mail entry to address above c/o Don Pierro, MC comm. 213/598-4032.

CMC BICENTENNIAL MX SERIES
Puyallup Rcwy. Park, Puyallup, Wash. Gate open 8:30 am, sign up 8:30-10, prac. 10:15-10:45, race 10:45 am. Entry $4 minis, $5.50 Jr/Int, $8 Pro. 100% p.b. Pros. 206/631-1550.

BOSS CMC SEMI PRO MX
Argyll Park, 12 mi. S of Dixon, Calif. on Hwy. 113. Sign up 6:30 am, race 9. Entry $8/$15. 110% Pro p.b. 30% brass. All classes inc. minis. 916/635-5240.

D-36 ERUO SCRAMS
Prison Hill, Carson City, Nev. Summer 8 week Hi Point series. Semi Pro p.b. Minis, OT, PP brass all classes. Sign up 6:30, prac. 7:30, race 9 am. Entry $9/$20 Ex. $3000 med. ins. R TEAM, 6325 Blackwood Dr., Sun Valley, Nev. 89431. 702/673-1124.

TT SCRAMBLES
Del Norte Cty. Fairgrounds, Crescent City, Calif. Prac. 10 am, race noon. Entry $5. Del Norte Racing Assoc. 707/464-2983.

AMA CLASS A SPEEDWAY
Sears Pt. Int'l Rcwy., Hwy. 37 & 121, Sonoma, Calif. 95476. I-80 or 101 to Calif. 37 to Sonoma turn off 121. Track at gate 5. Start 1:30 pm. 707/938-8448.

CMC MOTOCROSS
Saddleback Park, Orange, Calif. Jr/Int $7 mail, $10 post. Pros $12 mail, $15 post. Gate open 7:30 am, sign up 7:30-8:30, prac. 8-9, race 9:30. CMC, PO Box 1402, Costa Mesa, Calif. 92626. 714/557-3323.

August 6

AMA HALF MILE GARDENA GOLD CUP
Ascot Park, Gardena, Calif. $3,000 purse. Prac. 6 pm, first race 8 pm. Adults $5, kids $2.50. 213/321-5323, 323-5055.

August 7

D-36 SCRAMBLES
Sacramento Raceway, Sacramento, Calif. Six race series. Dbl. Black Plate pts. for all 6 races. No dbl. pts. for minis. Four top Ex. in series win expense money for Western Regional Championship at Tulare. Nov/Am go for high series brass in engine sizes.

AMA 25 LAP NATIONAL TT
Ascot Park, 18300 S. Vermont Ave., Gardena, CA. $15,000 purse. Time trials 6 pm, first race 8 pm. Adults $8 res., $6.50 gen. adm. Kids $4 res., $3.25 gen. adm. 213/321-5323, 323-5055.

CMC SEMI PRO MX
Action Raceways, Redding, Calif. S 99 to Clear Crrek Rd., W 8 mi. to water tower, L at Cloverdale Rd., 3 mi. to track. Gate open 4 pm, race 7:30 pm. Entry Ex/Pro $15; Nov/Am $8; Pee Wee $4. 100% Ex. p.b. 916/241-1100.

CENTRAL

AMA PRO FLAT TRACK
Buffalo Park Speedway. 2 mi. W of 135E on Beltline Rd. in Carrollton, Texas. $1200 purse. Pits open 6 pm, race 8 pm. 214/241-9135, 242-8117.

August 7-8

D-37 LIGHTS ON ENDURO
Lucerne Valley, Calif. Entry $10. First rider out 9:01 pm. Approx. 80 mi. Open to A-B-C riders. C riders 1 loop. 3-man teams add $1. Headlights, yes. Street legal, no. 2/sase to Paul Orban, Pasadena MC, 18747 Donington St., Glendora, CA 91740. Mail entry closes Jly. 24. 213/335-6268, 963-5387.

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(AND RELATED ITEMS)
SWAP MEET

*Oil *Tools *Engines
*Tires *Shocks *Helmets
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*Even Complete Motorcycles
*All New & Used Parts & Accessories!

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Just ten cents per square foot!
10 by 10 foot...100 square foot spaces...
just $10! Set-up begins at 2 pm, Friday

Buyers: $1.50 (over twelve)
Under twelve: 75¢

Friday, August 6
6:00 pm - 11:00 pm
Orange County Fairgrounds. Costa Mesa

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or write to
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San Clemente, Ca. 92672

Doing business without advertising is like winking at a girl in the dark.

Every Friday Night
MX O.C.I.R.
200% payback to Pros
info: 714-581-2778
AMC

AMC
RACE SCHEDULE
July 25 — Saddleback
August 1 — Carlsbad
August 8 — No Race
August 15 — De Anza
INFO 714-581-2778

FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

You must fill out this form complete with your name and phone number (so we can check back with you) and mail it in plenty of time for it to reach us by noon Thursday, in order for it to appear in the next week's Calendar section. The more weeks it runs, the better you look — so get it in early! No phone calls, please. We can only guarantee accuracy on items we get in writing.

Date of Event _____ Time of event _____

Type of event *(TT, MX, Enduro, etc.)* _____

Entry fee _____ Sanction _____

Location _____

Mailing address _____

How to get there _____

Additional information _____

Your name _____ Number to call for info *(with area code)* _____

THE INVADERS MC

Grand Prix

A District 37 Point Event

September 4–5, 1976

Entries open July 19, 1976; Close August 20, 1976. Entry $12.00 – Post Entry $25.00 (Includes $1.00 for Dist. 37 legal Defense fund and admission for riders.) Saturday:September 4th 0-Open Novice – unclassified. Sunday: September 5th – Seniors, Womens Div., 0-Open am-ex. Starting positions determined by Postmark. Overnight camping, showers included in $4.00 spectator fee. Silencers – Spark Arrestors.

1½ Hour Races for all classes – Approx. 10 mile course – No water Crossing

At Oak Hill Wheel World, Phelan, Ca. – Highway 395, to the top of Cajon Pass, off at Oak Hill Road & Follow the signs. $4.00 Spectator fee. Rescue 3. Limited entries – Mail entries to:

0-175cc
Invaders GP
3365 Century Blvd.
Lynwood, CA 90262

176-250cc
Invaders GP
530 Newport Ave.
Long Beach, CA 90814

251-Open
Invaders GP
PO Box 2007
Sunset Beach, CA 90742

Senior – Women's Division
Invaders GP
7561 Industrial Way
Stanton, CA 90680

Send any standard entry form & 2 S.A.S.E. & photocopy of Rider Classification Card.
Entry information: 714/893-1766

Bassani Party Day at Saddleback
Sunday, July 25

AMC

$3 rider gate admission includes party

1st place 125, 250, & open Intermediates – Bassani Pipes
1st place all classes except Pros – Uni Filters
2nd place all classes except Pros – Bassani T-shirts
3rd place all classes – AMC number bibs
50% trophies * 100% payback + 1st place trophies to all Pros * $7 regular
* $12 Pros * $2 extra non-members * $3,000 medical insurance.

FREE PRIZES

Bassani
UNI

714-581-2778

Ride With The Best

Continental Moto-Sport Club

1st and 3rd SUNDAYS - SADDLEBACK
Jrs., Inter.:$7 mail, $10 post; Pros: $12 mail, $15 post Gate opens 7:30, sign-up 7:30-8:30, practice 8:00-9:00, first event 9:30

2nd and 4th SUNDAYS - CARLSBAD
Jrs., Inter.:$7 mail, $10 post; Pros: $12 mail, $15 post Gate opens 6:30, sign-up 6:30-8:30, practice 7:30-8:30, first event 9

Every other Wed. Night starting June 16th South Bay Park Speedway

ALL 5th SUNDAYS - SADDLEBACK
EVERY FRIDAY NIGHT - IRWINDALE

CMC LICENSE REQUIRED $8.00 PER YEAR

$3000.00 MEDICAL INSURANCE

CMC NO.1 RECEIVES NEW VAN!!

CMC Box 1402
Costa Mesa, Ca.
(714) 557-3323 MON-FRI 10am-3pm 92626

SRA COMING EVENTS

July 25 — Desert Team Races – 7 miles North of Adelanto on Hwy. 395

August 8 — Crack O' Dawn Enduro (5:30 am) Women & under 16's go Saturday.

August 15 — 4-wheel night enduro and Pancake Breakfast.

Sportsman Racing Association
PO Box 3882, Torrance, CA 90510
(213) 320-1015

PASADENA MOTORCYCLE CLUB
presents

Lights On Enduro

August 7th & 8th

info: 213-963-5387

INDIAN DUNES PARK
600 acres – hills, streams, sand
Family riding 7 days – 7 a.m. 'till dark
Moto-X races every Sunday
2 miles west of Interstate 5
on Highway 126 at Castaic
(805) 259-8000

NMA

INDIAN DUNES

Every Wednesday Night Motocross
ALL CLASSES
$3,000 Medical Insurance

CRC

NMA (213) 887-4547
CRC (213) 830-7519

★★★★★★★★★★★★★★

Corona Raceway
MX Every Fri. Night
200% Expert Payback
30% Trophies
No High School MX competition
714-735-1705

Starting Aug. 5th

CRC

Thursday Night MX
Corona Raceway
1st Race 7:30
714-689-6114 or 714-735-1705

REGULARLY SCHEDULED EVENTS

To list your regularly scheduled event, fill in the calendar blank and your event will run until cancelled. Free of charge.

WEST

Motocross

ASCOT
Gardena, Calif. 213/323-1142. CMC MX every Thursday night.

CANYON RACEWAY
Phoenix, Ariz. 602/992-0359. Every Sunday.

CARLSBAD RACEWAY
Carlsbad, Calif. 1st & 3rd Saturdays "Pro Pot Purse" days; 1st Sunday AMC; 2nd & 4th Sundays CMC; 3rd & 5th Sundays AMA Dirt Bike Promo. 714/727-1171.

CORONA RACEWAY
Corona, Calif. R.A.C.E. MX. 714/735-1705. Open MX every Friday night.

DeANZA PARK
Sunnymead, Calif. Every Saturday & Sunday. 714/653-2633, 735-1301.

ESCAPE COUNTRY MX
Trabuco Cyn., CA. 714/586-7964. Every Sunday.

EUGENE MX
Eugene, Ore. 503/344-0140. Every Sunday.

FREMONT RCWY
Fremont, Calif. 415/881-1039, 278-4269. Nite MX every Thursday.

INDIAN DUNES PARK
Valencia, Calif. 805/259-8000. AME 2nd & 4th Sundays. AME every Friday night.
Nite MX every Wednesday.

IRWINDALE RACEWAY
Irwindale, Calif. CMC Nite. 714/557-3323. Every Friday.

LIVE OAK RCWY
Yuba City, Calif. 916/674-3109, 674-3094. D-36 Semi Pro MX every Saturday nite.

ORANGE COUNTY INTERNAT'L RCWY
East Irvine, Calif. CMC nite MX. Every Wed 714/559-0199 AMC every Friday nite. 714/581-2778.

SADDLEBACK PARK
Orange, Calif. 714/558-1584. AMC MX 2nd & 4th Sundays: CMC MX 1st, 3rd & 5th Sundays: SAM MX every Saturday.

SANDHILL RANCH
Brentwood, Calif. 415/634-3328, 634-2086. CMC MX every Sunday.

SEATTLE INT RCWY
Auburn, Wash. 206/631-1550. CMC MX every Friday night 7 pm.

SOUTH BAY PARK
Chula Vista, Calif. 714/420-7414. CMC MX every other Wed. night.

Dirt Track

CORONA RCWY
Corona, Calif. 714/735-1705, 689-1913. Half-Mile, ST & TT every Wed. nite.

CYCLE LAND SPDWAY
Chico, Calif. CMC Sportsman Short Track every Saturday night. 916/342-9302.

ELSINORE RACEWAY
Lake Elsinore, Calif. Night TT. 714/826-2386, 674-5383. Every Saturday night.

FREMONT RACEWAY
San Jose, Calif. Every Wednesday night Short Track. 415/651-2545, 327-4461.

INDIAN DUNES
Valencia, Calif. 805/259-8000. Class C Short Track every 2nd & 4th Friday.

MANZANITA SPEEDWAY
Phoenix, Ariz. 602/276-7575. AMA TT Wednesday night.

MEDFORD RACEWAY
Medford, Oregon. 503/779-7779. AMA Sportsman Short Track every Friday nite 8 pm.

PERRIS RACEWAY
Perris, Calif. 714/657-3678. Short Track & TT every Saturday night 8 pm.

WEST CAPITOL RCWY
West Sacramento, Calif. Semi Pro TT every Friday night. CMC. Ends Sept. 10. 916/961-7484, 371-3050.

Speedway

CAL EXPO
Sacramento, Calif. AMA Class A Speedway every Friday nite. 916/489-0476.

SAN JOSE CTY FAIRGROUNDS
San Jose, Calif. AMA Class A Speedway every Saturday night.

SEARS PT Int'l Rcwy
Hwy. 37 & 121, Sonoma, Calif. 707/938-8448. AMA class A Speedway every Sunday afternoon.

SPEEDWAY
Hanford Fairgrounds, Hanford, Calif. SRA every Fri. night. 209/683-7730.

CENTRAL

Motocross

ANTELOPE CREEK MX
Borger, Tex. 806/273-6571, 857-3733. Every 2nd Sunday.

AUSTIN MX PARK
Austin, TX. Pro-Am, 512/451-2326. Every 1st, 3rd & 5th Sunday.

BARRON FORK MX
Tahlequah, Okla. 918/456-8421. Every 1st & 3rd Sunday.

BIG BLUFF MX
Wellington, Texas. 806/447-2101. MX every first Sunday of month.

BIG DUD
Albuquerque, N.M. 505/298-7013. First Sunday.

CENTEX MX PARK
Cameron, TX. Pro-Am. 817/697-2835. D-20. Every 1st & 3rd Sunday.

COAL CREEK RCWY
Lafayette, Colo. 303/443-0825. 2nd Sunday.

CNTY LINE CYCLE PARK
Irving, Tex. Pro/Am every 2nd Sunday. 214/438-1919, 817/461-3710.

CYCLELAND MX PARK
Roland, Okla. Am/Ex/mini 2nd Sunday each month. 501/783-5822, 646-2148.

HI-NOON OPTIMIST MX
Big Spring, Tex. 915/263-1278. Pro-Am. Every 2nd Sunday of month.

INDIAN TERRITORY RACEWAY
Prague, Okla. 405/567-2241. 1st & 3rd Sunday.

KLEBERG PARK MX
Kingsville, Tex. 512/595-5266, 592-1902. Every 1st Sunday.

K & R PAULS VALLEY
Pauls Valley, Okla. 405/484-7546. Every 1st & 3rd Sunday.

LAKE WHITNEY CYCLE RANCH
Lake Whitney, Tex. 817/694-2901. Every 4th Sunday.

MANSFIELD RCWY MX
Mansfield, Tex. Every Friday night thru Sept. 817/267-9153, 237-8138.

MIDADO RACEWAY
Stephenville, Tex. Cross country every third Sunday of month. 817/965-6179.

MOSIER VALLEY MX PARK
Euless, Tex. Pro-Am. 817/267-5193 or 277-9917. Every 1st, 3rd & 5th Sunday.

MOTORCYCLE RACEWAY
Oklahoma City, Okla. 405/677-1381. MX every Saturday nite.

OAK HILL
Between Alvord & Decatur, Tex. 817/427-2663. Every 2nd & 4th Sunday.

OAK RIDGE PARK
Lufkin, Tex. Pro-Am. 713/634-3122. First Sunday.

OAK TREE MX PARK
Danbury, Tex. 713/849-4461 or 922-1145. AMA every 2nd & 4th Sunday.

PARADISE VALLEY MX PARK
Alvarado, Tex. 817/783-2778, 640-1994. Every 2nd & 4th Sunday.

RED RIVER MX
Bulcher, Tex. AMA D-20 Pts. every 1st & 3rd Sunday each month. 214/272-6165.

RIO BRAVO PARK
Houston, Tex. 713/991-3230 or 458-0090. Every 2nd, 4th & 5th Sunday.

SAN ANGELO MX
San Angelo, Tex. 915/655-5061. Every 3rd Sunday.

SAN MARCOS MOTOPARK
San Marcos, Tex. 512/392-5979. Every 2nd & 4th Sunday.

SEMINOLE COUNTY MX PARK
Seminole, Okla. Pro-Am. 405/382-5818. Every 1st & 3d Sunday.

SOONER MX PARK
Amber, Okla. Amateur. 405/672-9629, 239-8532. Every 1st & 3rd Sunday.

SOUTHWEST MX PARK
Lockhart, Tex. 512/398-3328. Every 4th Sunday.

SQUABBLE CREEK
Rockwall, Tex. 214/272-6376. Every 1st, 3rd & 5th Sunday.

THUNDER VALLEY MX
Stillwater, Okla. 405/372-7222.

TWIN OAKS PARK
Claremont, Okla. 918/341-1143. Every 2nd & 4th Sunday.

TURNPIKE MOTOPARK
SE corner Dallas/Ft. Worth Turnpike, Callas, TX. 522-5120. MX every 2nd & 4th Sundays

Dirt Track

BAYTOWN RACEWAY
Baytown, Tex. Pro-Am. 713/576-6025. Every Sunday.

BUFFALO PARK
Carrollton, Tex. AMA ST every Sat. night. Pro race every 1st Sat. 214/241-1359, 242-8117.

COLO. NAT'L SPDWY
Erie, Colo. Pro-Am. 303/443-0825. Every 1st & 3rd Friday.

DeANZA RACEWAY
Claremore, Okla. Short Track. 918/446-6650. Every Friday night.

ROSS DOWNS
Garland, Tex. AMA Am Short Track every Friday night 8 pm. PO Box 813. Garland, TX 75040. 214/276-0409.

Hillclimb

LAKE WHITNEY RANCH
Lake Whitney, TX. Texas Hillclimbers Assn. 214/337-7534. First Sunday.

WANT ADS

'73, 250 CR Husky — stock!
Perfect condition, never been raced fast, new 4.60 Trelleborg, two tanks, Skyway silencer, plastic GP replica fenders. Must sell to buy new Husky, perfect enduro, trail or fun MX bike. $795.00. Call after 6 p.m. (213) 421-4904. (26/TFN)

Attention salesmen!!
Calling on dealers? Now you can add to your income. START your customers as BIKER dealers. For details, write to Biker Magazine, Box 2610, Long Beach, CA 90801. Attn: R. L. Nor Velle. (46/TFN)

CZ warehouse sale
Tremendous savings; brand new '75, 250 & 400 CZ red frames, 125 MXs & 250 enduros in the crate, sold on first come first serve basis. Free transmission ignition with each purchase. Prices at a loss to dealer cost. Ship anywhere in USA on pre-paid certified check or money order. (213) 772-1647. (25/TFN)

Speedway dealers wanted
for the fastest growing U.S. Sport — Open to all franchised dealers — Call for details (213) 772-1647. (25/TFN)

True your own wheel
All steel wheel truing stands fits any size wheel, with tire mounted, only $29.95. JRM, Rt. 3 Box 246, Sherwood, Oregon 97140. Dealers write on letterheads. (26/4x)

AJS, Matchless, BSA, Triumph,
etc. Large inventory of spares & cycles. Complete restoration and maintenance service. Symonds Cycles, 5221 Laurel Cyn. Blvd., No. Hollywood, CA 91607. (213) 762-6368. (24/TFN)

Finisher pins
Most of the Finisher Pins you're wearing we made — Now — Buy factory direct. Save 20%. Cal-Mart Plating, 607 South Hill Street, Los Angeles, California 90014. (213) 623-6987.

Partsman
Full time, experienced only. Call Len, Custom City Yamaha (213) 635-4541. (23/TFN)

'72, 250 HUSKY W.R., 5 sp., Mikuni, 5" Curnutts, immac! $550/B.O. (213) 530-4379. (29)

'75 Maico 400 GP
Clean & fast. Must sell, $700.00 or best offer. (213) 877-3868. (28/2x)

RL250 Suzuki
Competitive trial machine or fun trail bike. Bought new 3 months ago. Great bargain at $575.00. (714) 874-4252. (29)

1974 CL-250 Honda
Desert play-bike, 32mm Mikuni, Bassani, Venolia, Maguras, Webco, 3.5 gal. Vesco. Clean, must see, $575.00. (714) 826-2766. (29)

Mechanics, "service manager" wanted
Experienced mechanics needed immediately. Year around position, salary open, good working condition, paid benefits. Suzuki, Norton, Moto Guzzi, dealer. S.F. Valley, Jerry (213) 849-7295. (27/TFN)

Northern California Motorcycle mechanic wanted
Serviceman only, 2 & 4 stroke, welding and machine work. Top wages and benefits. Write: Cycle News, P.O. Box 498 Dept. VH, Long Beach, CA 90801. (26/4x)

Mail order Bell helmets!
Moto Stars, 120s, Magnums & RTs. Rushed freight free to your door. Call or write: Dirt Riders West, 4545 N. 7th St., Phoenix, Ariz. 85014. (602) 266-7514. (26/4x)

Cycle trailers $176 & up
Major brand 2-5 rails — small or large wheels. Utility & car trailers also. Hitches, Tl-downs & acc. All 20% off list. MSC, Sun Valley (213) 767-1757. (14/TFN)

New Wasp sidehack MX frame
Multi/cyn. frame, L/H chair, large tank & seat, call diesel. This is a complete Wasp kit, not just parts! (216) 297-5731. (26/4x)

Help wanted
Two positions open. Mechanic and partsman to work in English motorcycle shop. Must be experienced enthusiasts. Symonds Cycles (213) 762-6368. (24/TFN)

Husky swingarm needle bearings
A must for GP and all Huskies fitted with LTRs. INSTALLATION IS EASY! Complete instructions. $19.95 complete. California residents add 6% sales tax. Call or write: Charlie Curnutt, WFO Industries, 2206 Gladwick, Compton, CA 90220. (213) 637-6725. (29)

Private party sale
$600 — '73 Maico 400, stock, ½ hr. on Wheelsmith rebuild. $750 — '73 Maico 450, fully tricked including small clutch. Both for $1200 incl. many spares. Neither ridden in over two years. $700 — '75, 350 XL stock. $1500 — '76, 410 XL, duplicate of Baja winner by Bill Bell. Cost $3000. 43 year old, no kids, selling bikes due to lack of use and going to S. America. All bikes little used, only by me and well maintained by Wheelsmith (Maicos) and Bill Bell (Hondas). Phone (714) 993-5413 after 6 p.m. (29/EOI)2x)

Catering truck
Onan generator, ref., fryer, grill, ice cream machine, drink. dispenser, steam table, 12x8 food trailer, fully equipped. PO No. 2345. Cal. City, CA 93505. (714) 373-4943. (29)

*** Now in stock ***
YZ 250s, YZ 400s, TT500Cs, YZ 125Xs, XT500Cs, YZ 80Cs, & IT 400Cs. S & L Yamaha, 5938 Pacific Blvd., Huntington Park, CA. (213) 587-7244. (25/TFN)

Akront aluminum alloy rims
18 & 19-inch, 40-spoke. New, still in carton. $30.00. Contact Gino at "Biker" newsmagazine office. Phone: (213) 595-4753.

1974 Jawa speedway
Excellent mechanical condition. Must sell, make offer. (714) 536-6995. (28/2x)

Trials — Ossa Mar
Nickel plated frame, 145 miles, $750. (213) 941-6264. (29)

Mooch deals "Munai & Norstar Boots" $59.95
Close out on odd sizes, $51.95. Call for sizes. S & L Yamaha, 5938 Pacific Blvd., Huntington Park, CA 90255. Will ship anywhere. (213) 587-7244. (20/TFN)

New Huskies
S & L Yamaha, 5939 Pacific Boulevard, Huntington Park, CA. (213) 587-7244. (10/TFN)

Shoestring wheel works
Wheels laced, $16.00. Trued, $6.00. Wheel off machine tire off. Call for appointment. (213) 439-8239. (2/TFN)

1975 SUZUKI TM 125, forward mounted shocks, ported, CZ bars, fork kit. No oil injection, $350.00 or offer. Need cash. (213) 397-6489. (29)

'76 RM370
Excellent condition — full float brake — air forks — Twin Air — new chain & sprocket — DID — extras. $1,000. (213) 541-1751. (29)

TRIUMPH Tiger Cub, 200cc, not running, $100.00. (213) 397-7800. (29)

'76 Yamaha 500/'76, 370 Bul MX
TT 500, excellent condition, extras, $1100. '76, 370 Bultaco Pursang, like new, eight weeks old. $1250.00. (805) 824-4655. (29)

'73, 100 MX Yamaha
Clean, many extras, fun ridden only. Buying new bike. Call (213) 634-1534. (29)

'76, 125 Elsinore
Never raced, ridden 3 times, good shape. Must sell now! $700.00. (714) 634-3876. (29)

'72 HUSKY 360 ENDURO — street legal, good condition, Vesco tank, DID rims, etc. Call for information $350.00. (213) 372-3102. (29)

'74 Yamaha 250 MX tricked
8 in. front end, 7 in. travel in rear, Boge shocks, plastic tank, ported and polished, trick pipe, new tires and extras, $450.00. (213) 633-3529. (29)

'73 SL 125 Honda, 550 miles
From new, $450.00. (213) 289-5729. (29)

European 125 ?
You bet! '76 Montesa 125 VA. Air forks, Petty fenders, immaculate condition. $800 or offer. Must sell. Call after 4 weekdays (213) 325-5489. (29)

Van and Husky
1972 Dodge ½ ton van, 6 cyl., carpet, wheels, new tires, 50,000 mi. $2,500 or best. 1974, 400 WR Husky, Curnutts, 4 gal., skid plate, LTF, $850 or best. (213) 769-8177. (29)

'74 Penton 250
Greenhorn winner, excellent condition, unemployment forces sale, $600. (213) 767-7912. (29)

Russ Darnell Motocross Schools
July 27 & 28 Wichita, Kansas. July 31 & Aug. 1 Lake Whitney, Texas. August 20 & 21 Straddleline, Washington. August 23-27 Five day camp Port Angeles, Washington. Sept. 2 & 3 Saddleback. Sept. 6-10 Five day camp, Indian Dunes. Sept. 18 & 19 Sears Point, Somona, Calif. Information (213) 367-1722. (26/6x)

1972 Chevy Luv pick-up
350 cu. in. 350 h.p. small block V-8, 4-speed Muncie CR transmission, AM-FM-8-track in-dash stereo, Top Kat camper shell, wide wheels, fender flares, and much more. $2,500.00 firm. Contact Gino at "Biker" newsmagazine office. Phone (213) 595-4753.

'71 Yamaha 125 enduro
Excellent condition, 5,000 miles, $350.00. Call Dan at (213) 866-1159 or Carl at (213) 925-2221. (29)

1975¾ Yamaha 250 monoshock
Immaculate condition, runs like a jet, air forks, shock just rebuilt, other extras. Injury forces sale. Asking $865.00 or offer. Call anytime (213) 865-3969. (29)

Wanted
Good 100 mini, race ready, no junk. Tom: (714) 836-6396 DA. — For sale: XR 75 bored to 81, $275.00. (29)

'76, 125 YZ monoshock
34mm Mikuni, Miller-Mano up pipe, new shock spring, like new. $550.00. After 4 p.m. (213) 324-0138. (29)

'75 Yamaha MX400B
'76 frame and tank, excellent condition. $1,000.00. (213) 941-2943. (29)

'75, 250 Maico 4 speed
Excellent condition, hardly ridden, very clean. Former practice bike, $900.00. (213) 941-2943. (29)

'72 ALPINA, xlnt. shape, will trade or sell. Make offer. (213) 597-4130. (29)

For sale
50 degree F to 100 degree F lower cylinder head temperature — increased power too. Power-Cote is a chemical application. It lasts. Send piston, old or new and $12.95 to Power-Cote, 910 St. Vincent Ave., Santa Barbara, Calif. 93101. (805) 966-4046. (29)

Jawa speedway bike
Two seasons old, new 22" tire, 10 gal. fuel, new bottom end, piston, and valve job. Solo seat. $1,250. Steve Schlanser (213) 795-1003. (29)

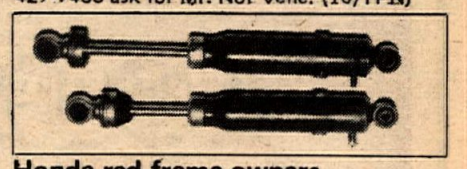
'73, 125 Penton MX
Well maintained, a completely fine bike. Stock top end, Koda shift kit, Curnutt shocks, $400. (213) 377-1331. (29)

1975, 250 Husqvarna
Desert ready, excellent condition. Vesco, Curnutts, Profab needle bearings, Protec, Interam, new rear tire, piston, tools, $1000.00 firm. (805) 964-1865 after 6:00. (29)

New '76 — 125 GP Huskies
Also KTM and Montesa. Moore & Sons, Santa Cruz, CA. (408) 475-3619. (27/3x)

'73 Bultaco 350 Astro
New paint, engine and tires. Extra spool wheel with new tire, many more extras, $800.00 or offer. (415) 588-4404. (29)

1967 Kawasaki F2-TR parts
Engine, gearbox, swingarm, frame, etc. Also "Gyt kit" cylinder, piston & head. Call (213) 427-7433 ask for Mr. Nor Velle. (10/TFN)



Honda red frame owners
Only getting 5¾" rear wheel travel can now get 7½. We modify, refill oil to nitrogen, along with our 6 month seals. Then compare your shocks with some of the higher priced models. Satisfaction guaranteed, $27.50 plus tax & postage. Hiiesalu Mfg. Co., 322 No. Lima St., Burbank, CA 91505. (213) 842-3280. (28/2x)

'73 Bultaco 250 MX
Excellent condition, all trick parts, late model swingarm, extra complete 125 top end. All parts fresh, $700.00 or offer. (415) 588-4404. (29)

'75½, 400 Maico GP
4 speed, gas Girlings, K&N CZ bars, padded seat, 8"+ front and rear, $1000.00. (714) 496-8211. (29)

Jawa speedway special
Nickel plated frame, fresh Schafer engine, 19" and 22" wheels, new tires, alcohol, Castrol oil, mucho sprockets, plus extra parts. $1800/or offer. (714) 968-0862. (29)

'74, 250 Yamaha MX
D & G chrome moly swingarm with laid down gas Girlings, rim saver knobbies, Akront rims, 3.5 gal. tank, never been bored, $600.00. (714) 893-3251. (29)

'76 Suzuki RM 250
5 mo. old, low hrs., mild porting, Bassett pipe, floating brake, other stuff. No time to ride, $950.00. (714) 822-6900. (29)

H-D flat tracker to trade
or sell! H-D sprint E.R.S., short rodded mag, alum. wheels — fast. Will trade for any street bike or sports car. (213) 766 5641. (29)

I want a Husky
So I'm selling my Yamaha and CZ. '73, 360 Yam. with Vesco, Konis, knobs, Petty fenders, desert bars. Plus original equipment. $550.00. '72 CZ 250, Femsa ignition, 34mm Mikuni, plastic tank, plus more. $250/best offer. (213) 545-9958. (29)

Perfect '73 Yamaha 100 MX
Rebuilt engine, just registered. Free Bell helmet with purchase, $250. (714) 639-4576. (29)

'76 YZ 250 C Yamaha mono
Excellent condition. Too many extras to list. Call for details, $1,000.00. (714) 768-7090. (29)

1974, 400 CZ
Bought 12/25/74. Play ridden only, 6 times. Storage to date. Very clean, many extras, like new. $775.00. After 4:00 p.m. (213) 339-3296. (29)

XR 75 MONOSHOCK, carb, Bilstein gas shock. It's sano, make offer. (213) 431-1296 Lance. (29)

Well established Kawasaki-Husqvarna dealership
Newer building in prime location with large show room and excellent mechanic facilities. Good earning potential. Owner will carry contract. Hugh Martinsen, 1318 S. 3rd W., Missoula, MT 59801. Phone (406) 728-1020. (29)

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Now accepting new members to a family type club. Riding DRA & SRA. After 6 p.m. (213) 323-0946. (29/3x)

First class
Parts people, salesman and mechanics needed. Harley-Davidson, Honda, Yamaha, & Kawasaki; permanent, good pay & benefits. Beach area. Write Cycle News, P.O. Box 498 Dept. BKM, Long Beach, CA 90801 or call John, weekdays (213) 671-0405. (29/2x)

Brand new
1975, 250 moto, never ridden, $950.00. Call Charles Curnutt, Wed., Thurs., Friday (213) 637-6725 or home (213) 973-8079. (29)

TA250 ½ miler
TZ250 bottom end, TA250 top end, spare barrels, heads, pipes, etc. Champion, Barnes, Betors, S&W. Must sell now, make offer. (714) 847-7767. (29)

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One and a half Huskies
1975, 360 Husky updated to '76 specs. Ported by K&N, Profab clamps, approx. $500 spare parts including: top end, barrel, pipe, carb, reed assy., clamps, swingarm, shocks, and more, $1200. (714) 683-2242. (29)

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Hodaka has many extras, Honda 160 street ready, old man's bikes — used but not abused. (213) 994-3990. (29)

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Must have Honda experience — references — own tools — bondable — need immediately. (714) 495-4931. (29)

"76" Chevy L.U.V., $1976
Looks like '76 is '72 with new bed, paint, tires, etc., etc. Days (213) 922-2544, nites (213) 268-7935. (29)

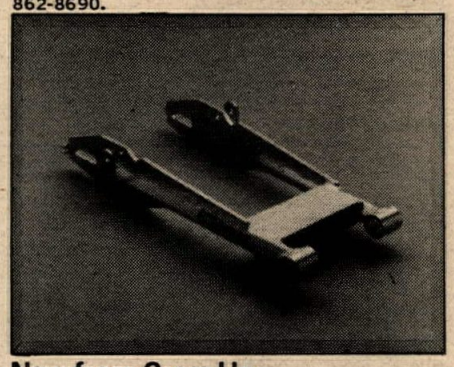
175 GREEVES TRIALS. 6 sp., nickel plate, Cerianis, cherry! $325/B.O. (213) 530-4379. (29)

'74 Honda 250 Elsinore
T&M pipe, new transmission, desert tank, desert Curnutts, new 6 ply rear tire & more, $525. Call (714) 530-5826 after 5 p.m. (29)

General Manager wanted with major
m/c line. At least five years experience in all phases of store management. Salary & commission, CONNOISEUR. All replies will be kept confidential. Write Cycle News, P.O. Box 498 Dept. ABC, Long Beach, CA 90801. (29/4x)

****Yamaha 360 — desert ready****
'73, 360 MX, new trans., new enduro piston, Boges, Trickit, Unis, Terry, new front tire, 3.8 desert tank, super clean, $495. (714) 531-4514. (29)

'72 Yamaha 250 enduro
Engine new bore & piston. $100.00. (213) 862-8690.



New from Cross Up YZ 80 and XR 75 Aluminum swingarms
6061 aluminum construction, heat treated to T-6. Bolts on in minutes, includes shock bolts, 1" longer than stock. Light! 2 lbs. 9 oz. Uses stock bushings. Available from your local dealer or direct from CROSS UP for $89.95. CROSS UP, INC., 117 W. 'B' St., Wilmington, CA 90744. (213) 549-6800. (29)

Wanted Honda service manager
and Honda mechanic, experienced only need apply. Vacations, paid holidays, insurance, & etc. Ontario Honda, 1170 W. Holt, Ontario, CA. (714) 983-0695 or (213) 331-7115. (28/2x)

'74½ Bultaco 250 Pursang
Super trick bike, excellent condition, fresh engine, see to appreciate. $650. Ask for Mike (213) 923-3533. (28/2x)

'76 TT500—many extras, '75 Z1
500 Yamaha — all the neat goodies — $1195.00. 900 Kaw. — loaded, $1895.00. (213) 842-7069. (29)

'75 HODAKA dirt Squirt, only ridden twice, must sell. (213) 347-5391. (29)

'74 YAMAHA 360 MX, excellent condition — $695. Call (213) 335-9988. (29)

Wyman Priddy likes
his dog Torsten and his new Bultacos fitted with "works white" POLYPRO unbreakable replica side number plates. Two styles now available, '75 or '76 at $14.95 per pair (plus $1.00 shipping) from PLYPRO, 1810 Cherryl Court, Arlington, Texas 76013. (817) 277-9917. (29/3x)

HONDA 500 FRAME $75. Extended forks, $25. Struts, $7.50. Honda 750 rear wheel, $25. Crash bar, $10. Pad rack, $10. Instruments, $15. Back fender, $5. Z1 crash bar, $10. Pad rack, $10. Honda 350 Twin front fender, $5. Head, $20. Crank and rods, $30. Cylinders, pistons, rings, $25. (714) 545-7329. (29)

1974 BULTACO PURSANG MK VI, never raced or crashed. Ten hrs. from new, a sacrifice at $550.00. Also wife's '70 Bultaco Lobito 100cc, never abused — super shape, $225.00. (714) 821-5457. (29)

Vesco cafe racer kit
Cafe Royale, the fairing-seat kit for the serious rider. Seat and fairing have storage compartments. Monocoque fiberglass construction. Fits Yamaha RD 250-350, 400 soon. Send 50¢ for info, decal. Don Vesco Products, Inc., 7565 North Ave., Lemon Grove, CA 92045. (714) 465-8256. (29)

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8 inch Betors, 8 inch rear with 16 inch S&Ws, $1095.00 or best offer. Never raced. Also Hallman DeCoster leathers and High Point plated boots, $50 each. (213) 375-7711. (29)

New tires Dunlop 400x18 K70
$24.00 ea. $21.00 for 3. $19.00 for 10. Orders sent UPS COD. K-Smith Assoc., 11 Mast Ct., Sacramento, CA 95831. (916) 392-0317. (29)

Yamaha 250 enduro, clean
With many extras. Must sell— $450.00. (213) 573-2180. (29)

KTM/Penton 175
34mm Mikuni, Curnutts, DID, ridden little, like new, $475. (213) 285-6732. (29)

'74 TS-250 SUZ. Stored 2 yrs., lo mi., gd. cd., $715/best offer. VW DUNEBUG, st. legal or off road, $525/best offer. 2 36mm Mikuni carbs, $22.50 each. 1 spare CDI assembly for Yam., $50.00. (213) 281-1658. (29)

Cherry 360 Frontera, $800.00
1975 Bultaco Frontera 360 with less than 700 miles, street license and mostly ridden on street. Call Mike after 6:00 p.m. (213) 542-3626. (29)

'74 Yamaha enduro 250
K&N filter tuned by M/S. Ridden by girl in dirt for 2000 mi. only. Runs good, $600. (714) 735-9428. (29)

Elsinore 250
Very clean: article done by Pop Cycle Aug. issue pg. 20. Must read to appreciate bike. $700.00 or. (213) 892-4434 or (213) 344-0992. (29)

'74 Yamaha 125 MX
Excellent condition, 30mm Mikuni, chromoly bars, 21" Akront, $525. (213) 631-3077. (29)

'75 Suzuki RM 125
Excellent condition, fresh lower end, 32mm Mikuni, air forks, 2 pipes, 3.50 Bridgestone. Must see and ride to appreciate, $600. (714) 828-9030. (29)

'74 Bultaco Pursang 250
Complete bottom end rebuilt. Have receipts. Will give you my 9½ boots and 3 gal. tank. $680.00. Santa Barbara (805) 684-4730. (29/2x)

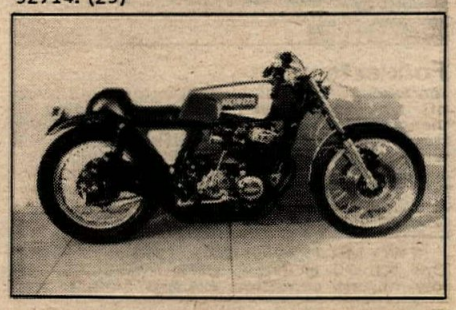
1976 Yamaha TT 500, $1200.00
Licensed for street — Petty lights — Pro-Tec skid plate — Hi Lo pipes — tensioner, etc. Will consider 100-125 YZ or MX in part trade. Jim (714) 735-0695. (29)

Bultaco garage sale
MK-6 250 engine, $350.00. MK-7 125 engine, $250.00. MK-8 125 engine, $300.00. New 3 gallon tank, $40.00. Cylinder, cranks, frames, forks & wheels cheap. Steve Scott is moving. (213) 896-6209. (29/4x)

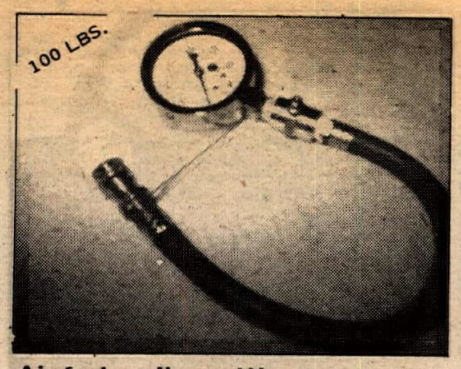
1975 BULTACO 360, many xtras, good condition, $850.00. (213) 335-5572. (29)

1971 YAMAHA 175, clean, like new, extras, $300. (213) 443-9786 Tim. (29)

Clearing out sale
1—125 Elsinores (1 used—1 new) fitted with speical frames, Betor forks, Mikunis, Bassani pipes. 1—TM 250 Suzuki complete less engine. 1—TM 250 Suzuki with special frame, fitted Betor forks, Yamaha wheels, Bassani pipe. 1—608 C.C.M. G.P. model. 1 pr. CZ hubs, new. 1—125 Sachs motor "A" model. 1—TM 400 Suzuki engine. 1 new F11, 250 Kawasaki engine. BSA style alloy gas tanks. Magura levers, $10 pr. Mis. new & used forks, shocks, tires, seats, wheels, springs, Elsinore parts. Phone or call Sat. & Sunday only (714) 546-3484. 17785-F Sky Park, Irvine, CA 92714. (29)



Honda cafe racer
836cc, Venolia pistons, K&H cams, Barnett clutch, Super Byke oil tank & cooler, dual discs, custom made pipes, Continental tires, Borrani rims, Titan tank, $1850.00. (213) 795-1003. (29)



Air forks adjuster!!!
Push button air bleed, accurate to ½ lb., adjustable calibration, $25.50. G.S. Sigman Race Eng., 304 E. 231st St., Carson, Calif. 90745. (213) 830-4678. (28/2x)

Small motorcycle shop
in suburb of Detroit, Mich. Everything for between 25 & 30 thousand dollars. Lease building. Inquire Cycle News, P.O. Box BJT, Long Beach, CA 90801. (28/2x)

!!Shocking!!!
Works Performance. $105.00 w/springs, M/T gas shocks w/s, $89.95. Boge LTG w/s, $99.95. Bilstein wo/s, $83.95. Lay down suspension, most bikes, $65.00. G.S. Sigman Race Car Engr. (213) 830-4678. (28/2x)

MAG wheels, 5 bolt, 15x7, fits Chev.-GMC vans, $65.00. (714) 821-5457. (29)

'72 Kaw F11 250
Dirt setup, dependable play bike, $450. (714) 990-0146. (29)

BULTACO Sherpa "T", Yamaha TY80, trial's bikes. Both immaculate, must sell. (714) 492-0648. (29)

VW owners
Haul your own bikes. Two rail trailer made from VW axle, no spare tire problems — light wt. $125 new. (213) 695-3688. (29)

'75 MAICO 400, little ridden, perfect cond., extras, $1050.00 firm. (714) 870-1518. (29)

250 Husky
Ex factory G.P. bike, like new, snake pipe, cut crowns, Pro-fab frame, 8" travel forks, many spares. Call after 6 p.m. (213) 340-6272. (29/2x)

1974 BULTACO 250 ALPINA. Used once, perfect, $600. 1974 TM 125 SUZUKI. F.M.S., like new, $500. Also leathers and boots. (714) 979-3437. (29)

Can-Am 250 MX
Excellent condition, lottsa goodies. Best offer takes it. (213) 883-6307. (29)

1975 Yamaha 360 YZ
New Mulholland front end, perfect condition, long travel mono shock. Must sell, $800. (714) 528-8222. (29)

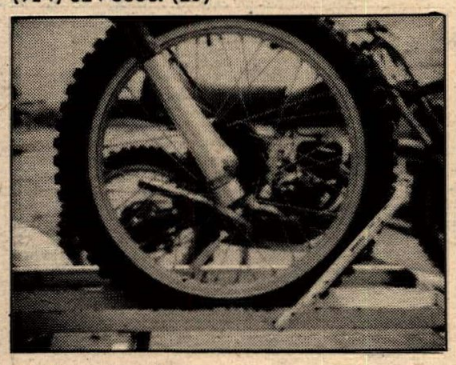
CR 250 Elsinore '73½
Bike completely rebuilt, trans gone thru and replaced gears, T&M pipe, shocks moved up, excel. shape, sitting for 1 year. Make offer, moving East. (714) 551-5812 or (714) 731-0856. (29)

'73 YAM. 360 MX — Ported, laid down Boge shocks, Trick Kit forks, recent trans. overhaul, desert & reg. tank, new sprocket, fast, $500.00. Ask for Jay weekdays (714) 834-4183, eves. (714) 546-0525. (29)

'74, 250 Bultaco Astro TT
Very sanitary, excellent condition, very reliable, just recently rebuilt, new tires, extra spool and wheel, many extras. Ask for Bruce Reynolds, days (714) 541-5333, nite (714) 633-3264. (29)

Trick '76 Husqvarna 360 W.R.
C.R. pipe, 38mm Bing, M.S. skid plate, Terry cables, J-bars, and a whole lot more, super sano. Quitting racing, $1,195.00. (213) 352-2803. (29)

1974 KTM 250
Don Emler porting and pipe, new tires, many extras, super cherry, fast & reliable. Asking $950.00 for this proven winner. After 6 p.m. (714) 524-3838. (29)



Fork extensions
Increases fork travel without extending sliders off fork tubes. All machining and welding included. All Maicos '66 to '75. Increases travel to 8½". $64.95 without springs. $72.95 with springs. All Hondas with leading axle. Increases travel 1" over stock. $64.95 complete. Ottows Werks, 15156 Downey Ave., Paramount, CA 90723. (213) 531-8801. (29/2x)

TWO MR 175 HONDAS, 1975 at $750.00. One XL 70 HONDA, 1976 at $500.00. All low mi., xlt. condition. (213) 372-0223. (29)

For sale — M/C sales & service shop
Franchise Husqvarna, Hodaka, & Montesa dealer. Los Angeles suburb, 11 years established. Owner moving, must sell. For information call (213) 785-4289. (29/4x)

'74 CZ red-frame 250
Excellent, 400 actual miles! $650.00. '63 Ducati Diana 250, excellent cond., $295.00. (714) 875-3323. (29/2x)

'75, 360 YZ mono
$750.00 — excellent condition, never raced, 3½ gallon Vesco, Terry front, Orange County rear, new top end, Petty tool kit. After 6:00 p.m. (213) 349-0981. (29)

'70 HODAKA 100, seldom used, have street equipment, $225. (213) 670-6439. (29/2x)

Norton parts
Ex-Norton dealer has $2500.00 inventory of 750-850 Commando parts. Any reasonable offer accepted. Call 9 a.m. to 6 p.m. (702) 322-3889. (29/4x)

Suzuki 125
1973 TM-125, DG radial head, FMF pipe, porting, 30 Mikuni, laid down Boge shocks, swingarm, 4.10 Yokahama, Wiseco piston in new bore, five times more accessories. Over $1000 invested, $450. (213) 790-4371. (29)

Yamaha YZ80B, 1975
Modified plus stock parts, excellent condition, $350.00. (213) 362-2687. (29)

Cherry Hondas
'74 CR125, '73 XR75, excellent, extras. (805) 492-3927. (29)

'70 Husky 360, $350
Recently rebuilt, clean, fast. Must sell this week. (714) 768-7876. (29)

M/C TRAILER: 4 rails with large lockable storage, 15" new tires, loading ramp, many extras. "Best in the west." $300.00. (714) 538-0511. (29)

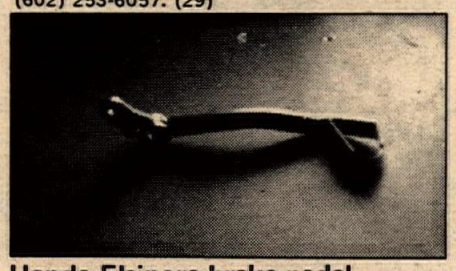
"Look" Yamaha "lovers" 175cc & 90cc
The trickest, cleanest, bestest! 175cc Yamaha in the universe. Fresh '76 motor, piston & head work done, 32mm Mikuni, D.I.D.s, T&M custom pipe, Elsinore 125 air forks, cantilever shocks, custom frame & tank (sell or trade for ?). Also '71 Yamaha 90cc, street or dirt, cherry shape. (714) 528-6653. (29)

'70 Yamaha 350 cafe
Custom paint, new K81 Dunlops, Rale crank, 32 Mikunis, TR road race pipes, ported, xlnt. condition, fast. $575 or best offer. Chuck (213) 695-9252. (29)

'76 RM370
4 months old, 10 rides. Immaculate condition. Must sell, returning to school. $1035.00. (213) 363-9342. (29)

KX-125 flattracker
Champion tank and seat, motor by Harry Klam of D&G, 34 Mikuni, spool, lowered frame, must sell, bought 250. $550 or best offer. (714) 882-2005. (29)

Husky-Suzuki sale
1975 RM125, trick, $550. 1975 TM250, extras, $600. 1973 Husky 250WR, set up for desert, $600. 1972 TM250, $375. Will deliver. (602) 253-6057. (29)



Honda Elsinore brake pedal
Fits all CR 125s, made of mild steel — if tweeked can be bent back, cad plated, bronze bushing, $18.95. Cal. residents, add 6%. Bay Cycle, P.O. Box 543, Manhattan Beach, CA 90266. (29/2x)

1974 YAMAHA MX 250. Never raced, Petty desert tank, tool box, excellent cond., $650. (213) 693-8389. (29)

Wanted
Expereienced Yamaha mechanic, North Long Beach area. (213) 635-8058. (29/TFN)

Too many —
1972 Yamaha 360 MX, Boge shocks, starting compression release, excellent mechanically — $425/offer. 1971 Yamaha 60cc mini, down pipe, recent rebuild — $150 ? (213) 998-8718. (28/2x)

'73 Penton 175
Laid down Konis, D.I.D.s, new tires, excellent, $500. (714) 675-3985. (28/2x)

1971 Yamaha 650cc
Stock — excellent — 15,000 miles — custom paint, $695.00. (213) 545-6785. (28/2x)

'75 Bultaco Frontera
Fresh engine & gearbox, new pipe, Pettys, reliable and fast, $900.00. Steve (714) 536-7309 or (714) 675-9410. (28/2x)

For sale 1975 XR750 Harley-Davidson
Excellent condition, Sigerson cams-valve springs, megaphone pipes, special Can silencer. 1 yr. flat tracker back-up bike, $4,500. (301) 838-0158 or (301) 836-6815. (28/2x)

1973 PENTON 175, Konis, DID, Chong Shins, more. Best offer. (213) 762-93.'4. (28/2x)

1974 CZ 250 'like new'
Lay down shocks, GP front end, plastic tank & fenders, Magura throttle, $550.00. Excellent condition. Ask for Frank (213) 943-2711. (28/2x)

1976 Yamaha YZC 125
OCC monomod 8½", kitted forks, FMF up-pipe, new sprockets, chain & tires, G.P. seat, KN filters, $700.00. Charleen Higgins, after 6 p.m. (213) 886-5107. (28/3x)

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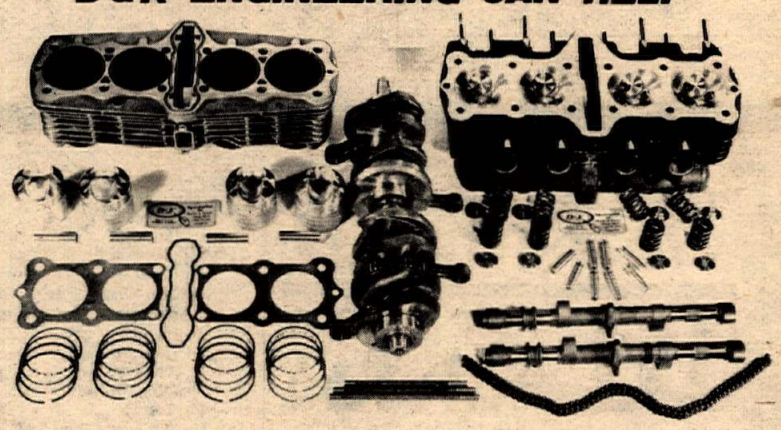

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'76 Husky 250 WR & trailer, $1500
250 WR complete enduro, trick. 600 miles. Four bike trailer & all equipment included in price. Call for details. No separate sales. (213) 573-5637. (29)

THREE RAIL bike trailer, 14 inch rims, good condition, $185.00. (714) 897-4346. (29)

Reduced further for sale!
Triumph 650 TT special half-miler — fresh engine — spools, disc, glass, $850 as advertised before! (916) 934-5790. (29)

Trick 250 Suzuki
Lay-down gas Girlings — Andres — air forks. Ported & polished, Bassani custom pipe, desert & small tank, new clutch, and more. Call after 4. $550.00. (213) 575-0564. (29)

1975, 400 YAMAHA, long travel front & rear, 3½ tank, $875. (213) 444-6962. (29)

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Ready for immediate delivery
1976 models now in stock
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NEW, clean '74 speedway bike. Ph. (714) 522-1467. (29)

1976 Yamaha TT500Cs
Largest inventory in Southern California. CITY CYCLE CENTER, Pico Rivera, CA. (213) 861-4139. (28/2x)

'75 CR125, LAID DOWN KONIS, never raced, xlnt. cond., $525 or will trade for HONDA XL 125 in same cond. (213) 348-8470. (29)

1974 CR 125 ELSINORE, FMS, air forks, Twin Air, perfect. (714) 537-1027 aft. 7. (29)

'72 Ossa Pioneer 250
5 speed transmission, excellent condition, low miles, many extras. $425. Call (213) 243-8701 after 6 p.m. weekdays. (29)

Redline Honda 350 twin
California's fastest, 2 engines, TT, ½ mile pegs. Both eng. fresh, ready to win, much more, $1850.00. Call Rick Marquis (714) 523-3859. (29/2x)

Best over $375
'72 CZ engine in '74 frame. Bike has not been raced or thrashed. Plastics, trick suspension, Mikuni, Akronts. (213) 793-8866. (29)

3 rail trailer + one $125
Includes spare tire. (714) 642-1321. (29)

'75, 360 Bultaco
New motor, tires, chain, sprockets, and lower mag. Bilsteins, Petty, S&W and more. Ridden very little. First $700. (213) 355-8542. (29)

Trick '74 CR 125 Honda
FMF & T&M pipe, gas Girlings & Konis, DG swingarm, 8" air forks, 30 Mikuni, chain tensioner. Call for more info. $575 or best. (714) 537-2487. (29)

'73 HUSQVARNA 400 CR, looks like new, seldom ridden, mechanically sound, $625. (714) 824-0697. (29)

Mechanic wanted
Experienced shop mechanic needed to work in San Francisco. Must know Honda and other brands. Good pay — interesting shop. Call S.F. Motorcycle Works Inc. (415) 863-7004. (29)

RICKMAN desert gas tank, blue, excellent condition, $40.00. Weekdays after 5 p.m. (714) 879-4666. (29)

Going bananas!
Bike too fast. '73 BSA 500 Victor, fresh engine, new clutch, $500 ? (714) 627-5145.

CZ center port 250
5 speed, GP porting, CDI, Heni head. Call person to person collect, Dave. Make offer. (209) 642-3768. (29)

Discounts on CB radios
We have most major brand radios at low, low prices. We will ship anywhere. Call for prices and info, 9:00-6:00 daily (714) 735-7721. (29)

Trick 400 CZ
Fresh engine, ported, Mikuni, cantilever Bilsteins, Terry kit, DIDs, plastics, aluminum bars, Magura levers, new tires, good condition, spares, $495. (213) 376-2056. (29)

Suzuki 100 MX
Great condition, Gyt kit, reworked transmission, new clutch, not ridden much, very trick, $325. After 4:30 ask for Bill (213) 821-7473. (29)

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'75 CR, ported, Porcupine head, pipe, Mikuni, swingarm, frame laydown, gas Girlings, tall seat, big spokes, $490.00. (714) 991-7630. (29)

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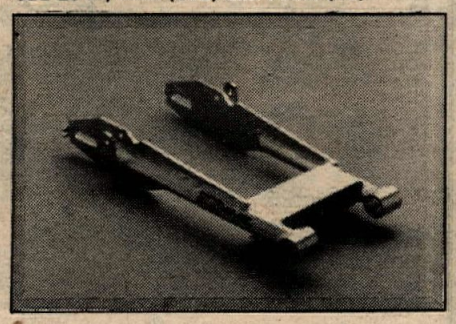

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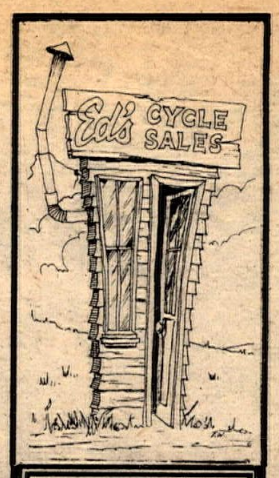

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